

THE French corvette *Volta*, arrived at Chefoo from Taku on September 30th.

THE German frigate *Liebig*, arrived at Nagasaki from Chefoo on the 25th September. She is expected to return to the last named port about the 12th instant.

THE U.S.S. *Pensacola* is expected in Hongkong about the end of November. She was, at last accounts, en route to Japan from Honolulu, where she had been making a rather prolonged stay.

LATEST accounts from Canton give a most favorable account of the state of public feeling amongst the Chinese. We learn that the Customs officials returned to their residences in Honan yesterday (the 5th inst.) and that the populace remains quiet and orderly.

WE are given to understand that His Excellency Chang, the Viceroy of the Two Kwang, has been recalled by the Emperor in consequence of the late riot at Canton. His successor, whose name we cannot at present recall, was a Provincial Leken Commissioner of Customs in Hupeh. The Viceroy will remain in Canton until the arrival of his successor.

SAYS the Nagasaki *Rising Sun* of the 29th ult.—The Russian men-of-war *Duke of Edinburgh*, *Sokoloff*, and *Nakushin*, are expected from Vladivostok to-morrow, but will only make a short stay here. We learn that the newly-appointed Russian Minister to Japan is on board of one of them, and that the retiring Minister is a passenger by the *Tokio Maru*, due to-morrow.

THE U. S. S. *Enterprise* arrived here this morning (the 9th inst.) from Singapore, and exchanged salutes with the shore battery, the *Victor Emanuel*, the French ironclad *Victorine*, and the German flag-ship *Stosch*. The officers of the *Enterprise*, many of whom have visited the Far East before, comprise—Commander A. S. Barker, Lieutenant Commander Ippok, Navigating Lieutenant Norris, Lieutenants Osterhaus and Shufeldt, and Ensigns Hodges, Hannum and Halpine.

SAYS the Nagasaki *Express* of the 29th ult.—About 8 p.m. on Sunday last, a serious fire broke out in the coal mine at Miki, caused, we are informed, by the accidental bursting of a tub of oil. Thirty-six miners (colliers) and ten horses were burnt to death. Thirteen other colliers are also missing, but it is not known whether they have shared the same fate as the others, or made their escape. Great numbers were more or less burnt and otherwise injured. The fire was finally extinguished by closing up the entrance and excluding the air.

WE are pleased to learn that there is every prospect of the Colony being favored with a visit from an Italian Opera troupe during the forthcoming winter. We are informed that the Royal Italian Opera Company, now performing in Singapore with great success, propose paying our shores a visit—about the middle of December next. The company have made all the necessary arrangements with Messrs. Kelly and Walsh to perform at the City Hall, commencing about the Christmas holidays. The company's Italian opera troupe would have performed here this month, but, not wishing to clash with the Lofus Troupe, who are shortly expected, they have decided to visit Shanghai first and Hongkong afterwards. From all accounts to hand, the company is said to be a very good one and well worthy of the patronage of opera goers.

THE steamship *Namvian* arrived in harbour from Haiphong and Pakhoi last night (the 9th inst.) and by her we have news that His Excellency Governor Harmand held a grand council of war at Haiphong on the 30th September, which was attended by Admiral Courbet, commanding the fleet, and all the principal military heads of departments. Some important measures were decided, the nature of which we shall shortly be in a position to lay before our readers. In the meantime it is understood that energetic measures are to be taken against all Chinese (regular) troops in Tonquin territory. Monsieur Harmand was also understood to have informed the Council of the Agreement entered into between the Annamite authorities and the "Black flags" by which the latter evacuate Tonquin forthwith and engage not to interfere in any way with the development of trade. In furtherance of this arrangement news had reached the Governor that the "Black flags" had retired from Sontai. Monsieur Harmand, accompanied by the Annamite High Commissioners, left Haiphong in the gunboat *Yatong* on the morning of the 1st inst., for Hanoi, with the intention of visiting Namdinh and Haiduong en route.

THE iron lighter, referred to a short time ago as having been launched by the Hongkong and Whampoa Dock Company, Limited, was today (the 9th inst.) formally handed over to Mr. J. W. Jamieson, superintending engineer for Messrs. Rogue and Co. of Haiphong, for whom the lighter has been specially constructed. This craft will be towed down to Haiphong by Messrs. Rogue's steamer *Namvian* which will leave at daylight to-morrow. She is built of iron, and of the following dimensions—

Length between perpendiculars 85 feet 6 in.
Beam 14 feet 6 in.
Depth of hold 7 feet 6 in.
Draught when loaded 4 feet 0 in.

This lighter is also fitted with a swinging crane, and is capable of carrying 100 tons of cargo, and is discharging with all possible despatch. Drawings are spread over all the vessel and there are two hatches, each 14 by 9 feet, as well as accommodation for the crew aft. A windlass has been fitted forward, which necessarily saves time in getting under weigh. The entire construction of the lighter, which is intended for the service of the French Government in Tonquin, has added greatly to the already high reputation obtained by the Dock Company for turning out first class work in all branches of shipbuilding.

A RELIABLE correspondent in Haiphong writes on the 23rd ult.—The Messageries Maritimes Co.'s steamer *Saigon* has arrived from Saigon with 500 additional reinforcements for the French army in Tonquin, and also brings the news that Admiral Courbet has been appointed commander-in-chief *vice* General Douet, with instructions to go straight for the Chinese and kick them neck and crop out of Tonquin. This is more easily said than done. I am strongly inclined to believe, however, the gallant Admiral arrived in the *Bat d'Alone* on the 15th inst., and he is expected here to-day to take over the command-in-chief. Monsieur Harmand, the civil commissioner, has just arrived from Hanoi in order to meet the Admiral. It is reported that active operations against Sontai will be immediately commenced, and no doubt with Colonel Baden's Annamite troops from Saigon, the French forces in Hanoi and its vicinity will be more powerful than has yet been the case. Still the task before them will probably prove much more difficult than is anticipated either by Admiral Courbet or M. Harmand. Captain Georges is expected to return here to-morrow with the whole of his "Yellow Flags." The Captain is thoroughly disgusted with the treatment he has received, and I am not alone in thinking that the civil authorities will yet regret that they failed to duly appreciate the services of this gallant little force.

THE British squadron, under Admiral Wilkes, was expected at Hakodate on the 30th ult.

WHEN the *Sin Nansing* passed out of the Peiho river the other day the steamer *Mendow* was on shore.

IT is rumoured in Chinese circles in the colony that His Excellency Li Hung-chang will shortly visit Canton.

THE French gunboat *Latini* left here this morning (the 13th inst.) for Haiphong and Pakhoi. We understand she carries special despatches from Admiral Meyer to Admiral Courbet.

H.M.S. *Daring* arrived in Shanghai from Vladivostok on the afternoon of the 9th inst., having left the last named port on September 28th in order to relieve the *Foxhound*.

MESSRS. KELLAR and CUNARD, the Royal Illustrations opened, in Shanghai on Thursday the 4th inst., and in spite of a comparatively small audience, were accorded a most enthusiastic reception.

THE *Japan Herald* hears that the Japan Light-house Department has made a claim of \$10,000 on the owners of the s.s. *Bronchite*, as damages sustained by the sinking, some months ago, of the Yokohama Lightship by that vessel.

ACCORDING to the Shanghai *Mercury*, rumours are current that the Viceroy Tao Chung Tang has decided to leave Nanking on the 13th inst. for the inspection of the forts, &c., in various parts of the provinces under his government.

MESSRS. ROBERTS and Wilson, divers in the service of the Imperial Maritime Customs, have been sent from Shanghai to Amoy to blow up the wreck of the steamship *Pakhoi*, which, it will be remembered, was wrecked near the latter port about a couple of years ago.

THE *Mercury* hears from reliable Chinese sources that the notorious pirate chief Wang, who caused so much trouble at Taichow, in the province of Chekiang, has not left the Chinese Imperial service, as reported, but is still engaged as an officer in the local army.

A TELEGRAPHIC order was received last night (the 10th inst.) from Admiral Fisher, Cross, who is at present at Yokohama, instructing the U.S.S. *Enterprise* to proceed immediately to Shanghai. The *Enterprise* has taken in her coils to-day and will leave early to-morrow morning.

THE Shanghai *Courier* learns from Tientsin that owing to the floods that have covered the country, there will be no race meeting there this season. It was first thought that the races would come off at the end of this month, but as the water has not fallen an inch it will be impossible, there being two feet of water over a good part of the country. The weather is cool and pleasant.

A SLIGHT error was made the other evening at the meeting of subscribers to the Hongkong "Race Fund" in fixing the date of the ensuing race-meeting. It has been found that Wednesday, Thursday, Friday and Saturday, the 22nd, 23rd, 24th, and 25th of February will be the correct dates for the races, and the races will accordingly take place on these days. The annual race ball will be held on Tuesday, February 26th.

SAYS the Shanghai *Mercury* of the 6th inst.—We regret to learn that the cable robbers are still unimpeded at their work. This morning at 9 a.m., they cut the Great Northern's new river cable between Woosung and Gutzlaff. They are now working on one old river cable. The company's repairing steamer is now engaged in repairing the Eastern Extension's river cable; when that work is finished, it will go to repair the other of the Great Northern's river cables. Delay may be expected in the working just at present. Mr. Henningsen has telegraphed to-day to Li Chung Tang asking for protection, and complaining of the Taotai's apathy. The Danish Consul has applied several times to the Taotai, who has, however, done nothing whatever.

JOHN KANE, a deserter from the British steamer *Nelson*, and a new candidate for a sun corner in the "Sailor's Rest" was sentenced at the Police Court this morning (the 10th inst.) to one month's seclusion in Hayward's Hotel from the noble army of beachcombers. Attached to the summons in this case was the following unique document:—

S. S. Nelson,
October 9th, 1883.
AT SEA.
A. GUTTERIDGE, Esq.,
Shipping Office,
Hongkong.
DEAR Sir,—The man John Kane that you so persistently take has never come.
I am, Dear Sir,
Yours Respectfully,
(Signed) Geo. W. WILKS.

Will our ultra-sensitive Executive be pleased to believe that we have no desire to falsely, wickedly, maliciously, &c., &c., libel anybody when we ask the question—what becomes of the one dollar shipping fee in a case of this kind? It is refunded to the captain of the vessel—or what?

A KOREAN correspondent of the *Japan Herald* says:—This port, Ninsen, being only newly opened, the number of Japanese settlers is increasing here daily, and at present they amount to about 300. Only about five per cent of these are real traders, the rest being all mean, aimless fellows. These latter come chiefly from Tushima, and their intention seems to be only to cheat the Koreans, and then to go home and indulge in luxury. The women of ill-fame who came from Nagasaki are a constant source of trouble to both the police and the Consulate, for as public prostitution is not permitted, it is carried on secretly. The Koreans are generally dull, but are not covetous. They live upon rice-gruel and tobacco. Their mines are left unworked, and both cereals and manufactured goods are scarce and dear. Some people say that the foreign trade will never be prosperous until the form of Government is changed, and the present generation of Koreans shall have grown old. Copper is largely imported, but as the price is paid in Korean small coins the importers reap but little profit. People ought not to come here heedlessly, and thus incur losses which might have been avoided.

WE understand that Professor Döbereck of the Government Observatory, who has lately been on a visit to various of the coast ports of China making investigations for the purpose of reporting on the advisability of establishing meteorological stations at these places in connection with the Imperial Maritime Customs, will shortly proceed to Formosa on a similar errand. Some ten years ago the necessary instruments for meteorological observations were obtained from home by the Chinese Government; it being then intended to establish Observatories at several of the open ports; however, some difficulties appear to have arisen and the results were that the project was shelved and the instruments stored at Amoy and Shanghai. These instruments have lately been examined and tested by the Hongkong Government Astronomer, and found in perfect order. Later on we may have something further to say as to the determination of the Chinese Government to take up a prominent position in meteorological science, and in the meantime heartily commend an enterprise which promises to prove of so much practical value in elucidating the inner mysteries of typhoons, and other phenomena common to this part of the world.

THE French frigate *Touffant* left Amoy for Shanghai on the 9th inst.

THE U.S.S. *Palos*, which arrived from Canton yesterday, the 14th inst., leaves for Nagasaki via Formosa to-morrow. She will spend the winter in Nagasaki instead of in Tientsin.

WE are requested to state that Lady Bowen will not hold any reception at Government House until Tuesday, October 30th, and that after that date the reception day will be Tuesday instead of Thursday as hitherto.

THE U.S.S. *Enterprise*, which left here a day or two ago for Shanghai, is to convey Mr. John Russell Young, the United States minister, on his visit to the various U.S. Consulates in China. The *Monocacy* returns to Corea.

A VOCAL and instrumental concert, which proved a great success, was given, under the direct patronage of His Excellency the Captain General, at Manila on the 10th inst. In aid of the sufferers by the terrible disaster at Cassamicicola.

THE Amoy correspondent of the Shanghai *Mercury* writes that Mr. Robinson, the diver, purchased a small yacht in Amoy and left in her several days ago for Swatow, for the purpose of working at the wreck of the *Ashuelot*, near Lamock Island.

THE *Mercury's* Chefoo correspondent writes under date of the 6th inst.—Weather fine. Shipping in harbour—*Omaga*, *Francisca*, *Carl Ritter*, *Charon*, *Waltana*, Customs cruiser *Felice*, French corvette *Volta*, and the British gunboat *Kastel*.

OUR Manila exchanges report that the Spanish cruiser *Gravina* was despatched by the Admiralty on the 10th inst. to the Straits of Sunda to survey and report on the recent changes caused in that locality by the terrible volcanic eruptions of a few weeks back. The *Gravina* will go into dock at Singapore before proceeding on her mission.

THE Spanish transport *Legaspi*, which left Manila the other day for Shanghai to take delivery of the machinery of a new gunboat, now being built for the Spanish Government under the superintendence of Senor de Girat, naval engineer, put in here yesterday, the 14th inst., owing to some defects in her propeller. The *Legaspi* will probably undergo some other additional repairs in Hongkong.

THE concert given in the City Hall some little time ago for the benefit of the orphan children of the late police constable Cookson, realised net \$305. The subscription list sent out by Mr. H. J. H. Tripp, for the same deserving object has closed at \$1,236. A committee will shortly be appointed to decide upon the best mode of investing the funds for the future benefit of the children.

His Excellency the Governor General of the Philippines received a telegram on the 7th inst. from Madrid, in which the *Ministro de Ultramar* requested that the plans, specifications, &c., furnished by the Hongkong and Whampoa Dock Co. Limited, for the construction of certain light draught steam launches for the Manila authorities, be forwarded without delay to the central Government for consideration and approval. The Minister also announced that the negotiations which were in progress with foreign vessels in Europe for the construction of these vessels had been suspended. Let Hongkong flourish!

IN alluding to the latest *Telegraph* libel case the Shanghai *Mercury* observes:—Mr. Rogers-Smith is evidently bent on exposing a public scandal. In that case we do not know what may happen to him now—a day. A quarter of a century ago Mr. Murrow, editor and proprietor of the *Daily Press*, reformed the Government of Hongkong by his plain spoken, vigorous and incisive writing; but he got put in prison for six months on the very ground that he was a scoundrel and that was his temporary grave sentence, and that was his temporary reward. He made the fortune of his paper, however. In this instance we understand the Colonial Office have ordered the prosecution.

WE were startled the other night by reading in the columns of our evening contemporary that "Crime of every description" seems to be on the increase in this colony. What an admission for the inveterate traducer of Governor Pope Hennessy to make. Both our contemporaries have been industriously labouring for the past two years to prove the crime statistics under the *Heavenly regime* to be gross exaggerations, and the result now is that they are compelled to acknowledge "Crime of every description" to be on the increase in the colony. We will go further, and say that in this colony's history there has never been a time when there has been such dissatisfaction and discontent apparent amongst the Chinese community than at present, and the reason of it is not far to seek by those who will give a moment's study to the question. If war breaks out between China and France we shall not be surprised to find the apathetic indifference of foreigners rudely disturbed by a flood of unexpended quarters.

WE note the arrival from Shanghai yesterday, the 14th inst., by the P. & O. steamer *Deccan*, of Colonel Austin (widely known as the American sharp shooter). Colonel Austin has had a lengthy season in the north of China where his wonderful shooting was the theme of universal admiration. During his stay here he was unable, through unforeseen circumstances, to give an exhibition of his skill with the rifle in the Theatre Royal, and we hear that he will not "show" during his present stay as he is under an engagement to proceed on a tour through the Australian colonies. The Australians are a thoroughly sporting people and will doubtless give the Colonel a hearty reception. We would inform him that he is likely to meet with numbers of men of the colonel who can handle the rifle in a rather remarkable manner, and also that if he should visit Quirindin in N. S. W. he will probably see wig-shots who would not be "out of the hunt" in a pigeon shooting contest with Captain Bogardus, Dr. Carver, or the pick of our English knights of the trigger.

THE Shanghai Municipal Council are advertising in London for constables for their newly organized police. They offer suitable men \$45 per month, with a bonus after five years and a pension after ten years. The salary is equal to that of the sergeants in Hongkong, and as Shanghai is, taken all round, a much nicer and far more economical place to live in than "Fragrant Streams," the policeman's life is evidently intended to be a far happier one financially under the northern municipality than is the case in this model Crown Colony where a considerable portion of our revenue is expended in providing well-paid sinecures for sundry heads of departments and their toddlers and hangers-on, whilst the real workers are in almost every case disgracefully underpaid. The able men at present administering the government are now engaged in some scheme of police reform, having for its object the permanent reduction of the Chinese contingent. We are anxiously awaiting the return of Governor Bowen so that we can deal with this scheme, the Adjutant Job, and one or two other matters connected with our police system and of some considerable interest to the community.

H.M.S. *Flying Fish*, arrived at Chefoo from Korea on the 27th ultimo.

His Highness the Maharajah of Johore, accompanied by his private secretary Mr. Holo, arrived here from Shanghai yesterday (the 14th inst.) in the P. & O. Steamer *Deccan*. They paid a visit to the Central Sargent at Headquarters House, and afterwards visited Colonel Hobson and the officers of "The Buffs," whose guests they will be during their stay here.

SAYS the *Japan Herald*.—Now that foreign lives have been endangered, and foreign property has been destroyed, our English Vice-Admiral may possibly see fit to curtail his summer promenade in the North. The Shanghai papers warned him, before his departure, of the excited frame of mind in which the Chinese population then was, and in view of this, protested against all the large ships being taken away to places where they are sometimes even out of reach of the telegraph, but without effect. It is, we must own, annoying for so exalted a man to have to shorten his summer picnic, but on the other hand he may congratulate himself on more unpleasant things having happened to him, for neglecting his primary duty, which is to ensure, in every possible way, the safety of Englishmen in the East.

WE are informed that the French reinforcements for Tonquin, which recently arrived at Haiphong from Saigon numbered 500 French soldiers and 150 Annamese. We also hear that the Annamese steamer *Shun On*, commanded by Captain Blumenberg, a German, has been captured by the French fleet somewhere about *Bat d'Alone*; it is alleged for attempting to run the blockade of the Tonquin coast with a quantity of rifles and munitions of war in addition to her cargo of rice. Captain Blumenberg and his crew of Chinese and Annamese are now held prisoners by order of Admiral Courbet. When the *Salte* left the vessels in Haiphong Bay were the Annamese steamer *Ping-on*, the British steamers *Hainan* and *Esmeralda*, and the French steamers *Namvian* and *Saigon*, in addition to the French squadron under Admiral Courbet's command, comprising the *Bayard*, *Chateau Renaud*, *Paraval*, *Hamelin*, *Vipere* and *Kersaint*.

Intimations.

ROYAL YORK HOTEL,
OLD STEWY, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment.

A. HOADLY,
Proprietor.

"CLARIDGE'S HOTEL,"
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the ORDINARY MEETING of the SHAREHOLDERS of the SOCIETY will be held at its Head Office, Hongkong, on SATURDAY, the 20th inst., at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1882 and for the half year ending 30th June, 1883.

The TRANSFER BOOKS of the Society will be CLOSED from the 10th to the 20th inst., both days inclusive.

By Order of the Board,

DOUGLAS JONES,
Acting Secretary.

Hongkong, 11th October, 1883.

Commercial.

SHARES.

Hongkong and Shanghai Bank—... ..
Hongkong and Shanghai Bank—New Issue—
191 per cent. premium, sales and buyers.
Union Insurance Society of Canton—\$625 per share, buyers.
China Traders' Insurance Company—\$75 per share, buyers.
North China Insurance—Tls. 1,400 per share.
Canton Insurance Company, Limited—\$107 per share, buyers.
Yangtze Insurance Association—Tls. 1025 per share, sellers.
Chinese Insurance Company—\$215 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$352 per share, buyers.
China Fire Insurance Company—\$305 per share.
Hongkong and Whampoa Dock Company—58 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—China and Manilla Steam Ship Company—18 per share.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$150 per share, buyers.
Indo-China Steam Navigation Company, Limited—25 per cent. div. sellers.
China Sugar Refining Company, Limited—\$132 per share, sellers.
China Sugar Refining Company (Debtures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$77 per share, sellers.
Hongkong Ice Company—\$155 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—18 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

On London—Bank, T. T. 3/1
Bank Bills, on demand 3/8
Bank Bills, at 30 days' sight 3/8 1/2
Bank Bills, at 4 months' sight 3/8 1/2
Credits, at 4 months' sight 3/8 1/2
Documentary Bills, at 4 months' sight 3/8 1/2
On Paris—Bank, on demand 65
Credits, at 4 months' sight 67 1/2
On Bombay—Bank, T. T. 22 1/2
On Calcutta—Bank, T. T. 22 1/2
On Demand 22 1/2
On Shanghai—Bank, on demand 72 1/2
Private, 30 days' sight 73 1/2

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 268, Revebeck, 23rd Sept.—Holbow 21st September, General—C. M. S. N. Co.—Kowloon Dock.
CAMORTA, Dutch steamer, 1,300, J. Ortel, 14th October—Batavia 1st October, and Saigon 8th, General—Jardine, Matheson & Co.
CANTERBURY, British steamer, 1,480, F. Binstead, 3rd October—Sydney 10th Sept., and Port Darwin 23rd, General—Gibb, Livingstone & Co.
CHINA, German steamer, 649, Schoer, 13th Oct.—Amoy 11th October, General—Yuen Fat Hong.
CHINKEANG, British steamer, 907, S. M. Orr, 10th October—Canton 12th October, General—Siemssen & Co.
DECCAN, British steamer, 2,022, A. W. Adamson, 13th October—Shanghai 11th Oct., Mails and General—P. & O. S. N. Co.
ELECTRA, German steamer, 1,162, E. Kaler, 10th October—Nagasaki 4th October, General—Siemssen & Co.
EMUY, Spanish steamer, 410, Rementeria, 30th June—Manila 27th June, General—Remedios & Co.—Kowloon Dock.
FAME, British steamer, 117 (Stopani)—Hongkong and Whampoa Dock Co.
FLINTSHIRE, British steamer, 1,100, Alfred Haine, 13th October—London 23rd August, and Singapore 7th Oct., General—Adamson, Bell & Co.
GRAVINA, Spanish steamer, 938, Echevaria, 13th Sept.—Manila 8th Sept., Ballast—Remedios & Co.—Kowloon Dock.
JAPAN, British steamer, 1,865, T. S. Gardner, 20th September—Calcutta 15th September, Penang 21st, and Singapore 23rd, 1,451 chests Opium, 623 bales Cotton, 2,109 bags Saltpetre, and 2,400 packages Sundries—D. Sassoon, Sons & Co.—Cosmopolitan Dock.
KWANGTUNG, British steamer, 981, J. C. Abbott, 14th October—Fochow 10th Oct., Amoy 11th, and Swatow 13th, General—D. LaPraik & Co.
LENNOX, British steamer, 1,327, Scott, 29th Sept.—Calcutta 15th September, Penang 20th, and Singapore 23rd, General—Jardine, Matheson & Co.
LI YUNG, Annamite steamer, 150, Chun, 10th June—Touron 15th June, General—Chinese.
PEKING, British steamer, 954, Heurmann, 3rd October—Canton and October, General—Siemssen & Co.—Cosmopolitan Dock.
RAJANATHANAHAR, British steamer, 714, T. Hunter, 14th October—Bangkok 5th Oct., and Kobe 27th Sept., General—Yuen Fat Hong.
SIN TAIWAN, German str., 47, H. Vieteen, 30th July—Taiwan 24th July, Ballast—Captain.
TROMP, Dutch steamer, 137, A. S. Roe, 11th October—Celebes 27th Sept., General—Gee Cheong Hong.
ZAMBEZI, British steamer, 1,540, L. H. Moule, 12th October—Yokohama 3rd Oct., Mails and General—P. & O. S. N. Co.

SAILING VESSELS.

ALBYN'S ISLE, British bark, 360, A. W. Alden, 27th September—Kobe 24th Sept., Coals, Ed. Schellhaus & Co.
ASTORIA, British brig, 211, Samuel Cox, 26th September—Normanton (North Queensland) 18th Sept., Ballast—Captain.
CHARLES BAL, British ship, 1,431, W. J. Watson, 16th September—Cardiff 6th May, Coals—Russell & Co.
CONCORDIA, German 3-m. schooner, 474, H. Rutter, 16th September—Nagasaki 31st August, Coals—Siemssen & Co.
FURNACE, American bark, 1,044, Marcey, 22nd Sept.—Yokohama 30th August, Ballast—Spain.
GOLIAH, Spanish bark, 542, Roche, 10th Oct.—Whoochin 16th September, Wood—Order.
GREYHOUND, British brig, 231, Prescott, 6th August—Albany, W.A., 16th June, Wood—Gilmann & Co.
GUSTAV & OSCAR, German ship, 1,352, G. Seemann, 9th October—Cardiff 1st June, Coals—Melchers & Co.
H. W. DUDLEY, American bark, 1,085, D. W. Dudley, 1st Sept.—Nagasaki 23rd August, Coal—Captain.
J. A. BORLAND, American bark, 635, Y. A. Kent, 8th September—Newcastle 9th July, Coal—Russell & Co.
KILLERNA, British bark, 795, H. Wallace, 11th August—Hamburg 11th April, General—Siemssen & Co.
LIVINGSTONE, German bark, 531, H. Steffens, 1st October—Newchwang 18th September, Beans—Siemssen & Co.
LOTHIAN, British bark, 800, Deater, 23rd Sept.—London, 27th May, General—Russell & Co.
LOUISA, German 3-m. sch., 245, Schierloch, and Jan., Whampoa 31st Dec., General—Captain.
MAOIC, British schooner, 214, White, 20th August—Newchwang 24th July, Beans—Order.
MARIE, German bark, 430, Thomas, 27th August—Swatow August 10th, Ballast—Siemssen & Co.
MARIE LOUISE, German bark, 442, A. Erickson, 5th October—Singapore 15th September, Timber—Chinese.
MELBREE, British bark, 367, H. Lightbody, 20th September—Cardiff 7th June, Coal—Messageries Maritimes.
MOUNT LEBANON, British bark, 436, Chas. H. Nelson, 12th Oct.—Whampoa 11th Oct., General—Kwong Ching.
NICOVA, British bark, 591, James Foster, 6th September—Newcastle, N.S.W., 25th July, Coal—Arnhold, Karberg & Co.
OBED BAXTER, American bark, 876, Obed, 23rd Sept.—Shanghai 18th September, Ballast—Russell & Co.
PAUL JONES, American ship, 1,205, E. A. Gerhart, 8th September—Shanghai 30th August, Ballast—Russell & Co.
SCHWAB, German ship, 276, Schroder, 10th Sept.—Nagasaki 27th August, Coals—Siemssen & Co.
SEA RIFLE, British barkentine, 182, A. Rickard, 24th Sept.—Freemantle 19th August, Sandalwood—Siemssen & Co.
SILVER EAGLE, British bark, 908, S. Richards, 31st August—London 9th May, General—Arnhold, Karberg & Co.
SOUTHAIR, American bark, 1,004, F. D. Walde, 6th August—Newcastle, N.S.W., 7th June, Coal—Adamson, Bell & Co.
SPARTAN, American schooner, 85, Ch. Vincent, 26th July—From Chungking—W. H. Bay.
B. S. RIDWAY, American bark, 834, H. S. Towns, 12th Sept.—Bangkok 25th August, General—Chinese.
THREE BROTHERS, British bark, 366, Kahle, 1st Sept.—Quibon, 25th August, General—E. Ye Hong.
TWILIGHT, American ship, 1,265, W. C. Yarnland, 8th June—Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.
WILLOW, American bark, 1,099, Chas. F. Sawyer, 23rd Sept.—Nagasaki 14th Sept., Coal—Russell & Co.
WM. MARSON, British bark, 366, H. Kindred, 10th October—Newchwang 18th September, Beans—Russell & Co.
WRECKER, American, 10th 55, Henderson, 16th July—Guap Island 1st June, General—Blackhead & Co.
ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August—Cardiff 4th April, Coals—P. & O. S. N. Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Japan.
Audacious, double-screw iron frigate, Capt. E. Tracey, Japan.
Champion, screw sloop, 14 guns, Captain Collins, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippaley, Hongkong.
Cockchafer, gunboat, 4 guns, Commander R. L. Groome, Hongkong.
Curacao, corvette, 14 guns, Captain Anstruther, Japan.
Daring, composite sloop, 4 guns, Commander F. J. Elliott, Japan.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Espoir, gunboat, 4 guns, Commander Gamble, Canton.
Flying Fish, sloop, 4 guns, Lieut.-Commander Mosley, Korea.
Fly double-screw gun-vessel, 4 guns, Commander J. Hope, Bangkok.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhee, Shanghai.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Chefoo.
Linnet British gunboat, 5 guns, Commander J. G. Jones, Hongkong.
Maggie, surveying vessel, 4 guns, Lieut.-Com. Hon. F. Vereker, Sandakan.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Pegasus, sloop, 6 guns, Commander E. F. Day, Chefoo.
Sappho, corvette, 9 guns, Commander John R. T. Fullerton, Canton.
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tisdal, Canton.
Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
Victor Emmanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle dispatch-vessel, 2 guns, Commander Maxwell, Higo.

CRICKET.

TWELVE V. TWENTY-FOUR OF THE HONGKONG CRICKET CLUB.

The opening match of the cricket season was ended with the time-honored First Twelve versus Next Twenty-four on Friday, October 12th, and after a close game resulted in the following day in the usual unsatisfactory draw. The twelve took the first innings, and made rather a poor show, Rice (60) being the only batsman who sustained his past reputation. Jarrett (15), Coxon (14), Hare (13), and D'Aeth (12), were the only ones of the remainder that reached double figures, and the innings eventually closed for 135, which included 9 extras. The twenty-four made rather a dismal exhibition to commence with, and so they did at the finish. With the exception of Gamble, R.N., (30) and the veteran slogger Wodehouse (40), whose shirt cuffs are evidently as effective as of yore, not one representative of the new blood reached double figures. No fewer than 10 of the team were out for a cither, and with three absent, it was rather creditable that the two players above named should have, almost without assistance, headed their opponents score, the innings closing for 140. Gamble will be a useful man for the naval brigade in their encounter with the Garrison, and Wodehouse only requires practice to make about the most dangerous bat in the Club team.

Hynes bowled in quite his best form for the old hands, taking 12 wickets at a cost of 50 runs. In his eighteenth over the veteran trundler took three wickets in four balls, and in his twentieth essay he managed the hat trick by sending back three batsmen with successive balls.

The Eleven commenced their second innings, and at sunrise had totalled 135 for eight wickets, Rice being not out 79, and Gordon not out 12.

Hendry bowled successfully for the Twenty-four, his four wickets in the first innings costing only 31 runs. F. Grimbale also trundled well in both innings. The following was the state of the game when the stumps and match were drawn:—

THE TWELVE.

First Innings.	Second Innings.
W. Hynes, c. Gamble, b. G. Grimbale, 60	c. Scobones, b. Hendry, 0
J. Jarrett, c. F. Grimbale, b. H. Hynes, 15	c. H. Hynes, b. W. Hynes, 0
Extras, 9	Extras, 9
Total, 135	Total, 135

THE TWENTY-FOUR.

First Innings.	Second Innings.
H. P. Wadsworth, c. Gordon, b. H. Hynes, 1	c. H. Hynes, b. W. Hynes, 0
A. R. Greaves, run out, 7	c. H. Hynes, b. W. Hynes, 0
O. R. Johnston, b. H. Hynes, 4	c. H. Hynes, b. W. Hynes, 0
F. Grimbale, c. H. Hynes, 0	c. H. Hynes, b. W. Hynes, 0
C. C. Hynes, b. H. Hynes, 0	c. H. Hynes, b. W. Hynes, 0
D. Aeth, c. H. Hynes, 0	c. H. Hynes, b. W. Hynes, 0
W. Coxon, c. H. Hynes, 0	c. H. Hynes, b. W. Hynes, 0
H. Hare, c. H. Hynes, 0	c. H. Hynes, b. W. Hynes, 0
D. Aeth, c. H. Hynes, 0	c. H. Hynes, b. W. Hynes, 0
Extras, 9	Extras, 9
Total, 140	Total, 140

RACQUET COURT V. HONGKONG CRICKET CLUB.

The second match of the season was commenced on the Cricket Ground yesterday (Friday) afternoon, the 12th inst., the opposing teams representing the Racquet Court and Cricket Club respectively. The Racquet Court were the first to assume the defensive, and the Cricket Club were the first to deliver the ball. The first innings of the Racquet Court was a cautious game whilst their partner as usual went in for sensational hitting. The score had reached 24 when Rice was smartly caught by Barff off Wilson, having scored half a dozen singles. D'Aeth was the next comer but after driving Wilson for 3 Barff managed to get a good ball past his bat, and two wickets were down for 29 runs. When Bunbury became associated with Irving the latter continued his hard hitting, the crack batsman of "The Buffs" playing very steadily for the first few overs. The score quickly rose to 53 and then Hendry, who has taken the ball from Wilson, began bowling Irving for a hard hit 29, made up of eight threes, a brace of twos, and a single. Hare joined Bunbury and the total was rapidly augmented, both batsmen playing good cricket, and completely mastering the bowling. Several changes were tried, but it was not until the telegraph showed 97 that Bunbury was given out "leg before" to Barff, his 34, which included eight threes, having been compiled in capital form. Hynes was in a slogging mood, and after totalling 8, a brace of threes and singles, he was well caught by Gamble off Wilson. Hare and Jarrett made another long stand, the Commissariat making himself with a useful innings of 38, six threes and singles, before placing one from Barff in the safe hands of Gamble. Six for 132. Wodehouse joined the crack long jumper, but was sent back by Hendry before getting well set, his contribution amounting to half a dozen, and seven wickets had been accounted for with the total at 188. Jarrett, by hard hitting, increased his total to 51, which included no fewer than fifteen threes, and was then caught by Wilson off Caldwell. The end then quickly came, and Gordon and Stokes falling to many "land" and "sea" shots, Barff carried out his bat for 7, the full team included 14 extras, standing at 201. Caldwell was most successful with the ball, his analysis showing 20 balls, for 10 runs and 3 wickets. Barff had 3 wickets for 84, and Hendry and Wilson had 3 each for 51 and 65 respectively.

The Club interests were first represented at the wickets by Greaves and Coxon, Rice and Porter sharing the bowling. The first aimed was well on the spot, but the Buff's expressions were unmercifully handled by both batsmen, 18 runs resulting from four overs which necessitated his being shut out for D'Aeth. No new batsman resulting from this change, and the score rose rapidly. Barff being sent to retire, Rice, who had the desired effect, the new bowler accounting for both batsmen at a cost of only 3 runs. Greaves and Coxon scored 15 each by some tall hitting, and when stumps were drawn for the night, two wickets were down for 34. Wilson being not out 3.

Play was resumed rather late this morning when J. R. Johnston and Wharry went to the wickets, Hynes and Bell-Irving trundling for the opposition. Johnston was in good hitting trim, but he soon lost his partner, Bell-Irving being bowled by the Doctor when the total had reached 24. The retiring batsman having only scored 4. (What any further addition Johnston was also sent back, smartly stumped by Bunbury off the same bowler. At this stage Irving had bowled 20 balls for 12 runs and 3 wickets. Barff joined Johnston, but the latter was immediately bowled by Hynes for 16, the third, fourth, and fifth wickets thus falling with the score at 33. Barff and Finchem raised

the total to 62 when the first named was caught and bowled by Rice, who had just previously resumed trundling. Hendry was next man in, and the two batsmen managed to keep their wickets intact until an adjournment was made for fifteen when the score stood at 80 for 6 wickets, Finchem being credited with 14 and Hendry with 3.

On resuming play the innings was quickly brought to a termination, only Wilson and Finchem making any resistance to the bowling of Hynes and Rice. When the tenth wicket fell the telegraph board showed a total of 224, the Club thus being in a minority of 77 runs.

In their second innings the Racquet Court team were less fortunate than in their initial essay, only Irving (18), Hare (10), Porter (13), Jarrett (14), and D'Aeth (11), reaching double figures, and the total fell 8 short of the century. Wilson took four wickets, and Greaves and Hendry two each.

With 160 to tie, the Club had an impossible task set them, the time, and the light was getting treacherous. However, under the most favorable circumstances this score was far beyond the batting strength of the team, when opposed to anything like decent bowling, and so they were rather fortunate in making a draw of a match that was as good as lost.

Coxon played sterling cricket for his 30, not out, and Johnston hit hard for a capital 27. The rest were "all leather and prunella," not one reaching double figures. When the stumps were drawn nine wickets were down for 76, the Club thus being 93 in arrears with only one wicket to fall. Bowling honors were pretty evenly divided between Bunbury, Porter, and Irving.

During the afternoon the fine band of "The Buffs" played a well selected programme, which was evidently greatly appreciated by the great number of spectators present.

The following are the full scores:—

RACQUET COURT.

First Innings.	Second Innings.
H. G. Rice, c. Barff, 10	c. Caldwell, 0
J. R. Johnston, b. Hendry, 18	c. Seward Hendry, 18
W. Coxon, c. H. G. Rice, b. Barff, 30	c. H. G. Rice, b. Barff, 30
D. Aeth, c. H. G. Rice, b. Barff, 11	c. H. G. Rice, b. Barff, 11
W. Hynes, c. G. Gamble, b. Barff, 10	c. G. Gamble, b. Barff, 10
J. Jarrett, c. H. G. Rice, b. Barff, 14	c. H. G. Rice, b. Barff, 14
W. Hare, c. H. G. Rice, b. Barff, 10	c. H. G. Rice, b. Barff, 10
Extras, 14	Extras, 14
Total, 224	Total, 224

HONGKONG CRICKET CLUB.

First Innings.	Second Innings.
M. A. R. Greaves, c. Irving, 11	c. Hynes, 0
W. Coxon, c. H. G. Rice, b. Barff, 30	c. H. G. Rice, b. Barff, 30
D. Aeth, c. H. G. Rice, b. Barff, 11	c. H. G. Rice, b. Barff, 11
W. Hynes, c. G. Gamble, b. Barff, 10	c. G. Gamble, b. Barff, 10
J. Jarrett, c. H. G. Rice, b. Barff, 14	c. H. G. Rice, b. Barff, 14
W. Hare, c. H. G. Rice, b. Barff, 10	c. H. G. Rice, b. Barff, 10
Extras, 14	Extras, 14
Total, 224	Total, 224

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—It is now nearly a month since Sir Harry Parkes landed in Shanghai, and from thence proceeded to the seat of his mission at Peking where he is to reside as Her Britannic Majesty's Minister to China. The predecessor of Sir Harry Parkes, Sir Thomas Wade, was in England and about to retire from political life. That Sir Thomas Wade's services in China have been, to say the least, highly meritorious, in a manner so to speak, there is not the least doubt, yet it is to be exceedingly regretted that he relinquished his office leaving so many diplomatic questions of importance—questions, many of which are of very, very long standing—in a state of quiescence, at once showing a dilatoriness of purpose, and a loss of prestige to the nation possessing the greatest commercial interests in China over that of any other foreign power.

Sir Harry Parkes, I surmise, has, ere this, reached his destination, and I do not hesitate to say that his policy with regard to China will be anxiously looked forward to by all manner of persons interested in matters connected with the Celestial Empire. What that policy is to be, is, and can only be, to those outside the pale of official routine a mere matter of surmise and conjecture. The initiative step, in the telegraph to the Viceroy of Canton, anent the recent Canton riot, augurs well for the existing belief that the rights of Great Britain and her subjects will be maintained with a firm and decisive hand, while Sir Harry Parkes occupies the ministerial chair.

This decision, combined with firmness of purpose, is what is required in dealing with China, and Sir Harry Parkes is evidently the right man in the right place. Years of experience in the Far East have shown him the majority of the traits of both the Chinese and Japanese, (whose manners and customs are, to a certain degree analogous), adopted by those nations in dealing with foreign powers and their nationals. I do not think that Sir Harry Parkes will exhibit in his dealings with China on behalf of the British Government, a greater firmness and stability of character than that apparently displayed by his predecessor during his long career as H.M.'s Minister at Peking. I may be doing the latter, however, an unintentional injustice through insinuating that his policy with China "showed" a lack of decision in purpose while exercising his diplomatic functions at the Celestial capital. This, it is not my intention to do, yet the complexity of official diplomacy which have been quickly "absorbed," for lack of a more appropriate term, is something appalling.

There are not a few of the more important cases of the past few years which at the time made all China ring with their notoriety. One of these is still engrossing far more profound minds than mine, and from its inescapable and non-ratification, and above all, the *prima facie* case thereof, this uncertainty of purpose is a grave blot upon Great Britain's escutcheon. What I now allude to is that most inexplicable document, "The Chiao-chow Convention." It is painful to revive this special subject, yet here another case, which, although not *per se* *facta*, is a grave blot upon the name of Great Britain, and is *per se* *facta*, identical as regards the rights of British subjects in China, and consequently the interests of Great Britain herself. It will suffice to take but one point out of the twenty and add twenty more of China to demonstrate what I refer to, the port of Foochow.

leanness of the people. Look at Amoy its immediate southern neighbor. It has never had a fraction of the *Wu Shih Shan* imbroglio, the "Launch Seizure," and a host of other *affaires diplomatiques* during the past five years which are still "on the books" to the debit of China when the day of reckoning comes.

Sir Harry Parkes's task, in assuming his ministerial rank is not a pleasant one when he has, to use a metaphor, to perform the work of Penelope, as regards his official routine, as he will most likely find that in nearly everything he has to deal with there will be innumerable cases of *catera desunt*.

The "Wu Shih Shan" affair can be fairly placed on a parallel with the recent Canton Riot, notwithstanding that the former was an affair wherein missionaries were principally concerned. The seizure of Mr. Harman's two launches in December 1881 was an affair, *de facto*, involving the rights of a British subject, and which finally resolved itself into a diplomatic question. As I may find time to refer to this latter case in another letter, it will for the present suffice to compare it with the "Wu Shih Shan" affair.

In the "Wu Shih Shan" affair of August 30th, 1878, I quote from the *Foohow Herald* of the week succeeding the riot, the following extract:—"About eleven o'clock a.m. on the above-mentioned day, the Prefect of Foochow, the Hai Fang Ting, and the two District Magistrates, accompanied by an English speaking Chinaman, named Ho, who represented himself as the legal adviser of the Chinese Government, attended at the Mission House, occupied by Mr. Stewart on Wu Shih Shan."

"These officials entered Mr. Stewart's house, accompanied by a mob of about 50, more or less, desperate looking vagabonds, who appeared from the very first bent on mischief."

"Mr. Harman (Consular Interpreter) represented to the officials, that he did not attempt to interfere, the ground was intended to be a peaceable one, these roughs ought not to be allowed to take possession of the house, and he requested the Prefect and the Magistrates to turn them out. This they refused to do, saying that they were powerless."

"Mr. Wolfe now attempted to shut the hall door, and called Mr. Stewart's servants to shut the outer gate, so as to prevent other Chinese from breaking into the house. Without any further provocation on his part, the mob rushed at him, as he stood in the hall, and in the presence of the two magistrates inflicted severe blows upon him, nursing him considerably. These two magistrates did not attempt to interfere, and it was mainly by the assistance of the servants of H.M.'s Consul and a few friendly Chinese, that he was rescued from his perilous position."

"The Mandarins now withdrew to the piece of ground in question, followed by the hired mob, who roamed and howled about the Mission grounds, destroying everything they could lay their hands on, pulling up trees and shrubs, the authorities meanwhile looking on with apparent satisfaction."

"The result of the examination of the ground being highly unsatisfactory to the cause of the missionaries, the missionaries, being made out, the Mandarins became rather violent in their gestures, which of course excited the mob—now in possession of the garden—and they commenced more violently to pull down the trees and threatened to destroy the houses."

"One of the local gentry, Ling by name, the ringleader and prime mover in all these troubles, now pointed out to the mob, as the head of the Mission, the Rev. J. R. Wolfe, and evidently intended that they should attack him."

"The 'legal adviser,' Mr. Ho, now spoke of the millions of dollars that the Government meant to expend in paying and indemnifying in the most unbecoming language, which left upon Mr. Wolfe's mind the impression that mischief was intended, and probably a repetition of the Tientsin massacre. Anxiety for the safety of the ladies and other members of the mission was now the absorbing feeling in his mind, but there was no possibility of escape, as the mob yelled about the house. In this state of confusion the mandarin quietly retired, leaving the place at the mercy of the rabble. Mr. Wolfe earnestly requested some sort of protection from the prefect and the other Magistrates; they replied that they must leave, but that their 'legal adviser' would stay to protect the mission. This gentleman, however, stayed only five minutes after the others had left, evidently enjoying the joke, that he was left to protect the foreigners—instead of the lawful authorities whose duty it undoubtedly was."

"The Missionaries were now left alone for four hours to deal with this gang of ruffians. The doors of the houses were knocked about and the verandahs taken possession of by the mob—who threw all the principal doors of the Mission compound open and would not allow the servants to close them. The missionaries, with the assistance of a few Chinese, succeeded in getting most of the furniture to leave the compound. About 30 men and boys, however, remained behind and gave considerable trouble, by attempting to break into the verandahs and windows. At this crisis, H.M.'s Consul kindly came to their assistance, and soon afterwards several mandarin arrived, with forty unarméd soldiers. The presence of the mandarin seemed to be the signal for the work of destruction. A few men and boys began by throwing stones on the roof and the windows of the new house. The mandarin made an effort to prevent them, but although repeatedly asked to do so by H.M.'s Consul. (Thus emboldened by the action or inaction of the mandarin, the mob attacked the house, several of them climbed in over the wall, in the presence of the authorities, entered the house, took away the beds, furniture &c., which they found, and then deliberately took down the doors and venetians, &c., and carried them away. Some of the soldiers threw off their uniforms and joined the rioters in the work of destruction. The mob now set fire to the house, which was then surrounded and cast a lurid glare over the surrounding neighborhood during the greater part of the night."

"Now for the judgment, as delivered by H.B.M.'s Consul Mr. Sinclair, in the Foochow 'Launch Question.' It will be unnecessary to give the whole judgment in *extenso* so we only extract the following:—

"In the present case there has been no carrying of cargo, and no trading done, nor are the Chinese Authorities in a position to prove such trading."

"I am therefore of opinion that the seizure and arrest of the two steam launches of the Defendant Harman is not justifiable under the treaty and that they should be released from custody and restored to the British owner."

"I must pronounce the measures resorted to by the Tientsin, Sheng She Fung, as violent and arbitrary."

"Here we have the two cases for comparison, and what do we find in them? It will be observed that although an interval of four years passed between the two affairs, yet the actions of the Chinese, Officials, Literati and Gentry are identical, and we find that British Rights and British Representatives are set at defiance, and the most proper person to take energetic measures to check such practices at the outset has proved these matters with a passive indifference, bordering upon almost absolute neglect."

"A sad case of affairs British interests in China had fallen into; *Mais nous avons change tout cela*, it is to be hoped, with the advent of

"the right man in the right place." And, as I shall have occasion to again refer to these little (?) differences, which are seemingly "hardened," I shall watch with interest Sir Harry Parkes' initiative steps after his arrival in Peking.

Yours truly,
A. BRITISH SUBJECT.

Hongkong, 1st October, 1883.

THE "LOGAN" TRIAL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In the *Daily Press* of the 3rd instant appears a letter signed "Englishman," which deals with the verdict delivered in the recent trial of the Customs officer Logan at Canton, and is an answer to the previously published communication in the same paper of another correspondent who styled himself "Cosmo." "Englishman" writes: "If 'Cosmo,' which I presume is short for cosmopolitan, had been residing in England or even in America for the last fifty years he would doubtless know that the verdict of a jury cannot be set aside by Queen Victoria any more than it can be by the Viceroy of the Two Kwang or his Imperial Master."

Now, Sir, does "Englishman" mean to lead the public, both foreign and Chinese, to believe that the verdict of a jury cannot under any circumstances be set aside by Her Majesty the Queen, or by her representatives in the Crown Colonies—such as the Governor of Hongkong for instance? To my mind his assertion can bear no other meaning, and it is grossly and utterly wrong. If "Englishman" has long been a resident in China he must remember or have heard of the notorious case of Regina v. Shek Lok and three others, the so-called *soi-kill* murders. In 1859 these men were tried at the Supreme Court and the jury returned a verdict of wilful murder, a verdict which was set aside by Sir Richard MacDonnell, the then Governor of Hongkong, and a new trial granted, owing to a petition presented by the Chinese community. The result was that at the new trial the prisoners, instead of being hung, were found not guilty and liberated, and the false witnesses on whose false evidence they had been previously convicted were severely punished for their villany.

Now why should the same principle not cut both ways, and equally apply to the Logan case? If the verdict of the jury was an erroneous one, as is contended, why in the interests of justice should it not be set aside, and a new trial granted? If the verdict was not in accordance with the evidence produced at the trial, in justice to all parties concerned, it ought to be reversed.

No man could be inhuman enough to desire out of pure wantonness to see a fellow creature hung; still "life for life" justice, although perhaps not altogether in accordance with English ideas, must be allowed to be a fair method of dealing out the law, and which further prevents men of all grades and of all creeds from making reckless use of dangerous weapons, as was done by Logan. It must not be forgotten that in the Logan case there was no evidence brought forward to show that the fatal shot in self defence, much less on account of any provocation he received at the hands of the poor lad whose life he took away, or in fact from anybody.

According to the summing up of Chief Justice Rennie, which must surely be taken as an impartial review of the evidence, the prisoner was clearly guilty of murder; however, the jury returned a verdict of manslaughter, possibly believing that the punishment inflicted for the minor crime would be amply sufficient to atone for the life of a person who was merely a Chinaman, and not of any particular value. This is a doctrine which I am grieved to see, believed in so much by foreigners generally; but they will find out their mistake some day.

The verdict of manslaughter, however, did not prove satisfactory either to the Chinese public or the high Chinese Authorities in Canton; and even amongst numerous foreigners both in Canton and in this colony it was felt that there had been a miscarriage of justice. Such too is the opinion of

Yours faithfully,
CHINAMAN.

Hongkong, 10th October, 1883.

THE HONGKONG CLUB.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—The meeting of members called for Wednesday afternoon took place, but owing to the hour being fixed at a time when most of us were enjoying what exercise we could in the cool of the day, the attendance was so small that it was decided to postpone the subject for a more fitting opportunity. Meanwhile certain propositions were discussed and the suggestions mentioned in my previous letter were generally adopted as the most probable basis upon which to purchase the Club from its present proprietors. Each member to become a shareholder and no member to hold more than ten shares. I am now inclined to modify my opinion regarding this, as the sum required, viz. \$140,000, represents 400 shares of \$350 each, and as the present members, many of whom would not be able to take up their \$700 worth of shares. It would therefore be better to allow a larger number at a lower rate and instead of the suggested \$700 per share make them \$350 or \$500 and limit the number to any one member to 100.

As there are many business men in the Colony who use the Club almost entirely for business purposes and effect purchases and sales within its precincts, there should be an "exchange room" where business may be transacted and for small money subscription. These gentlemen might be accommodated with private writing tables and their own lockers for books and papers, and have all the advantages of an "exchange." This might be commenced in the room which was used last year as a temporary bar room.

I am, yours truly,
A CLUBMAN.

Hongkong, 12th October, 1883.

THE GOVERNMENT AND THE PRESS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—That talented authoress Mrs. Jameson, otherwise Anne Murphy, has somewhere said: "Conflict, which arouses up the best and highest powers in some characters, in others not only is a whole being, but paralyzes the human nature; and were she a now living in Hongkong—she died in 1860—she could behold the truth of her words fully and literally exemplified in the present attitude of our local government in this Colony in all its ways and doings."

I wish you and your readers, Sir, to distinctly understand that in quoting the above lines, I mean to apply them to our present regime, taking the proverb "Charity begins at home" as the basis of my arrow.

The Government of Hongkong—I am not alluding personally to any of the various officials comprising it. In particular, but to the whole body of officials collectively, has apparently laid itself open to harsh criticism, nay, the severest censure the public can give it, from the action the Head of the Executive is reported to have taken in regard to the prosecution for criminal libel lately taken against your paper, the *Hongkong Telegraph*.

Concerning the merits or demerits of *Le Non Fais*, I do not desire to say one word, at present, but I trust you will accord me sufficient space to here state the views of a considerable number of the public of Hongkong who have expressed

their assimilated opinions to me on the broad question as affecting the Government, and who desire to have such opinions generally known. Before going further, it will be necessary to ask the following queries, which I trust you will answer in a foot-note to this letter:—"What is the Press of Hongkong; of what does it consist; what are its rights; and how are they defined and governed?"

I have for the past ten or more years been resident in the Far East, and have interested myself in the general state of affairs in China, and more particularly in those of Hongkong. I have read both of your contemporaries during that period, and have perused your own paper since its first issue. However, I shall only deal with the *Telegraph* and its policy in regard to the Government of Hongkong.

From the very outset, from its first issue, the *Telegraph* has undoubtedly been the determined opponent of all actions on the part of the Government of Hongkong which did not seem to be in accordance with what was considered a sound administrative policy, or what seemed at all likely to eventually cast discredit upon the Colony itself. There is not the slightest doubt that the *Telegraph*, as well as any other public newspaper, had and still has the right and is privileged to discuss, and very freely discuss all matters relating to the administration of the government.

In various issues of the *Telegraph* the policy of our local government has been commented upon, severely criticised and even strongly censured. Yet, notwithstanding all this, these criticisms and censures have never been rebutted, nor has there ever been anything put forward to show that such severe criticism, unjust or what is more important, unnecessary. There must have undoubtedly been some truth in what the *Telegraph* has so often said in regard to the policy of our Government, otherwise such severe criticisms would never have passed unnoticed or without someone taking up the cudgels on behalf of the Government, if that body were in the right. Even your local contemporaries have maintained a sort of dogged inactivity or apathy in the matter, bordering upon sycophancy. This is not a desirable state of affairs.

Gross abuses and ill-advised and misapplied political doctrines have been shown up to the public for their express detection; demonstrations, palpable in themselves, of misjudged or misguided lavish expenditure of the public funds, have been made, and many other items, too numerous to mention in the compass of a letter, have been published expressive of public thought and unopposed sentiment on government affairs, without avail. Investigations which, even the dullest dotard appeared absolutely necessary, were called for, but as far as the public are concerned, have never been made.

Of these necessary investigations, it will suffice to mention the one case in connection with the "one dollar shipping fee" at the Harbor Master's office to show what I mean. Surely that affair required some public explanation on the part of the Government. There is no necessity to here enter upon the particulars of this case as my meaning is too palpable to be misunderstood. A public investigation, or rather a searching investigation for the benefit of the public, should have been forthcoming. But such was not the policy of the government, which, as far as the public is concerned, would appear to be to leave the community in the dark concerning those matters which they have the best right to know, while a "chosen few" so manipulate the reins of power that it becomes a mere question of "what next?" when those not in the "magic circle" want to know what they are paying taxes for, and what benefit they are about to derive from such payment of taxes.

The Hongkong Government, has, I take it, so ignored the Press, that until, suiting its own ends, it purposes to altogether annihilate independent journalism in Hongkong through the venal means of criminal prosecutions for alleged libels, it, as well as many others, think and firmly believe that it would have been no more than the duty of the Hongkong Government to have made the investigations asked for by the *Telegraph*, and afterwards to make the results of such investigations public, be they evil or of good result to those concerned and, if of the latter result, then, and only then it were time enough for the adoption of the "I'll-tell-my-bigger-brother" mode of *argumentum ad hominem* it has now adopted in having recourse to the law wherewith to fight the battles which solely and wholly belong to the Government itself. In thus adopting arbitrary and despotic measures to shield its own defects, the Colonial Government of Hongkong lays itself open to the contempt of all other Governments which have a single spark of patriotism when dealing with the official integrity of those to whom is intrusted the welfare of their country.

I have read a great deal; heard a great deal more; and thought still more than all my reading and hearing yet, I fail to remember anything which, in the annals of history, ancient or modern, can show that a prosecution like that lately instigated by the Government of Hongkong in regard to the *Telegraph*, has ever been chosen as a means by which to screen a government from independent and seemingly impartial and well intended criticisms, especially when such criticisms are solely made in the public interest. Why even in China, so called semi-civilized nation when any portion of the government, either local, provincial or Imperial, is but barely accused of not acting in accordance with its set policy, investigation of the most searching nature is held, the results of such investigation are publicly made known in the *Peking Gazette*, the Imperial official organ, and the public made thoroughly aware of the steps taken by the Government, when dealing with any such irregularities. Now it cannot be said that such a practice is not in accordance with the most enlightened views, as it is well known that all civilized governments adopt similar measures. It is hence, obvious that Hongkong will have to take a lesson from China, in official diplomacy and not allow its Government to be held up to ridicule as being powerless, unable, to fight her own battles.

From the present "state of Denmark," I can form no other belief than that the "best and highest powers" of the Government have not been aroused, but on the contrary, not only is its "whole being jarred," but from its want of self-confidence, its "whole faculties are paralyzed."

Thanking you for the space, and enclosing my card,

I remain, Dear Sir,
Yours truly,
HUDIBRAS.

Hongkong, 14th October, 1883.

[We are not in a position to define the so-called privileges of the press in the colony of Hongkong. Our experiences, obtained in the law courts, have pretty conclusively shown that such privileges, unless under most exceptional circumstances, are a complete delusion. We cannot comment on the opinions expressed by "Hudibras"—we are not quite sure that we are even justified in publishing his letter; however, we are bound to point out that, so far as we know, the libel prosecution referred to in *Le Non Fais* is a private one. What the Government intend to do in the matter will probably become known to the public in due time. It is only just to assume that the Executive Council has nothing to do with the matter.—Ed. *Hongkong Telegraph*.]

CHINA SUGAR.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In your issue of the 9th inst. you comment upon the action of the General Managers of the China Sugar Refinery with reference to certain rumors concerning the company's affairs which prevailed in the colony a few days ago. Messrs. Jardine, Matheson & Co.'s reply to the letter, signed by certain shareholders, merely said that the rumors particularised in the petition have no foundation; but no particulars were given of the quantity of sugar, (sold and unsold) in stock. Rumour has it that purchasers of sugar (principally Chinese) have refused to take delivery, notwithstanding the pressure brought upon them by the company's solicitors. The obstinacy of the Chinese in refusing to take delivery of the sugar is said still to continue and if this is so, it must therefore have resulted in

Commercial.

THIS DAY.

4 o'clock p.m.
Business in the Share Market is very quiet to-day. Banks are firm at quotation and are also in request at 201 for the end of January. Small sales of Docks have been put through at 58 premium, and there are still further buyers at the rate. Steamboats have changed hands at 50 for December 31st and 51 for the end of January. China Sugars are in slightly better odour and have been done at 140 for the end of December, while buyers rule the market at 138 cash. Nothing in other stocks requires special mention.

SHARES.

Hongkong and Shanghai Bank—New Issue 191 per cent. premium, buyers.
Union Insurance Society of Canton—\$620 per share, buyers.
China Trade Insurance Company—\$73 per share, buyers.
North China Insurance—Tls. 1,400 per share. Canton Insurance Company, Limited—\$108 per share, buyers.
Yangtze Insurance Association—Tls. 1015 per share, sellers.
Chinese Insurance Company—\$215 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share, buyers.
Hongkong Fire Insurance Company—\$352 per share, buyers.
China Fire Insurance Company—\$365 per share. Hongkong and Whampoa Dock Company—58 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$49 per share, premium.
China and Manila Steam Ship Company—118 per share.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$150 per share, buyers.
Indo-China Steam Navigation Company, Limited—25 per cent. div., sellers.
China Sugar Refining Company, Limited—\$138 per share, buyers.
China Sugar Refining Company (Debtentures)—2 per cent. premium.
Luison Sugar Refining Company, Limited—\$77 per share, sellers.
Hongkong Ice Company—\$155 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7 1/2
Bank Bills, on demand 3/8 1/2
Bank Bills, at 30 days sight 3/8 1/2
Bank Bills, at 4 months sight 3/8 1/2
Credits, at 4 months sight 3/8 1/2
Documentary Bills, at 4 months sight 3/8 1/2
ON PARIS.—
Bank Bills, on demand 46 1/2
Credits, at 4 months sight 47 1/2
ON BOMBAY.—Bank, T. T. 223 1/2
On Demand 223 1/2
ON SHANGHAI.—
Bank, sight 72 1/2
Private, 30 days sight 73 1/2

EXPORT CARGO.

Per City of Peking, str., for Yokohama, 9,451 bags Sugar, 129 bags Saltpetre, 50 Flasks Quick-silver, and 2,011 packages Merchandise. For San Francisco, 23,534 bags Rice, 102 bags Sugar, 236 bags Coffee, 42 bags Black Pepper, 150 boxes Oil, 45 cases Silks, 4 cases Cigars, 458 packages Tea, and 7,092 packages Merchandise. For Portland (Oregon), 4,147 bags Rice, and 1,078 packages Merchandise. For Victoria, B.C., 500 bags Rice, 304 packages Merchandise, and 6 packages Crude Oil. For Honolulu, 1,304 packages Merchandise. For Champerico, 12 packages Merchandise. For Panama, 3,199 bags Rice, 141 packages Merchandise, 3 packages Silks, and 1 package Crude Oil. For Guayaquil, 22 packages Merchandise, and 1 package Silks. For Callao, 10 packages Merchandise. For Boston, 547 packages Tea, 3 packages Silks, 41 packages Tea, and 3 packages Silks. For Kingston, Canada, 12 packages Tea. For Baltimore, 6 packages Matting. For New York, 74 packages Tea, 40 packages Merchandise, 8 packages Silks, and 35 bales Raw Silks.

OPPIUM MARKET—THIS DAY.

NEW MALWA.....per picul, \$535
(Allowance, Tals. 72.)
OLD MALWA.....per picul, \$575
(Allowance, Tals. 72.)
NEW PATNA, high touch (without choice) per chest.....\$575
NEW PATNA, high touch (first choice) per chest.....\$577 1/2
NEW PATNA, high touch (bottom) per chest.....\$580
NEW PATNA, high touch (second choice) per chest.....\$572 1/2
NEW PATNA, low touch (without choice) per chest.....\$572 1/2
NEW PATNA, low touch (first choice) per chest.....\$575
NEW PATNA, low touch (bottom) per chest.....\$577 1/2
NEW PATNA, low touch (second choice) per chest.....\$570
OLD PATNA, per chest.....\$595
NEW BENARES, high touch (without choice) per chest.....\$560
NEW BENARES, high touch (bottom) per chest.....\$560
NEW PERSIAN (best quality) per picul, \$485 @ \$525
OLD PERSIAN (best quality) per picul, \$375 @ \$400
OLD PERSIAN (second quality) per picul, \$265 @ \$325

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co's. Observatory.)

(FROM MISSRS. YALCUM & CO'S REGISTER.)	
YESTERDAY.	
Barometer—3 P.M.	30.130
Thermometer—3 P.M.	81.5
Thermometer—4 P.M.	80.0
Thermometer—5 P.M. (Wet bulb)	78.0
Thermometer—6 P.M. (Wet bulb)	76.0
TODAY.	
Barometer—3 P.M.	30.130
Thermometer—3 P.M.	81.5
Thermometer—4 P.M.	80.0
Thermometer—5 P.M. (Wet bulb)	78.0
Thermometer—6 P.M. (Wet bulb)	76.0
Thermometer—Maxim.	82.0
Thermometer—Minim.	64.0

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS

OF

MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS

OF

AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.HE SHANGHAI PHARMACY,
44, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW. [3]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish the Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 16, 1883.

ALTHOUGH but thinly attended—the purely sporting element of the colony being very inadequately represented—the annual meeting of the subscribers to the Hongkong Race Fund, held in the Club last Thursday afternoon, must be considered the most satisfactory gathering of the kind known for years past. For once the proceedings were conducted with something like business regularity; for once the subscribers were enabled to obtain some information respecting the financial position of this most original of our ancient public institutions.

At the meeting of subscribers held some twelve months ago, the Chairman (Mr. Atwell Coxon) disposed of the annual statement of accounts in the following eccentric fashion:—"Gentlemen," he remarked, "the accounts are in the usual normal condition. There is a balance in hand of \$40.76." The items in the balance sheet were not read, they were not passed round for the inspection of the subscribers present, they were not even put to the meeting for approval and adoption, nor were they sent to the newspapers to be published for the information of the general public, who are the principal supporters of the pastime. The Hongkong Race Fund is just as much a public institution as is any trading or public company in the colony, and its affairs are equally public property. Were the annual accounts of the Dock Company or the Steamboat Company to be brought before a meeting of shareholders in the rough and ready manner adopted last year at the Race Fund meeting, a general uproar would be the inevitable result, and very properly so. Now, the public, that is to say, that portion of the public which subscribes to our hybrid and amusingly informal Race Club, are clearly entitled to have the utmost possible information as to the financial arrangements and position of an institution in which they have what may be not inaptly termed shareholders' interests. There can be no question that the statements of accounts year after year have been in perfect order—the high character and well known business capacity of the gentleman who so kindly devotes his valuable time in fulfilling the duties of honorary treasurer is a sufficient guarantee of that—but the great mistake has been in, doubtless through mere force of habit and "old custom," keeping the details semi-private.

At last Thursday's meeting the statement of accounts was not read over, but that was probably an oversight, as both the Chairman and Clerk of the Course seemed perfectly willing to afford all

possible information. For some years it has been our impression, and generally understood throughout the colony, that the Race Fund had only a trifling working balance in hand, which was carried forward from year to year. We were therefore equally astonished and gratified on discovering the other day that in addition to a working balance of \$95,966, there was on fixed deposit in one of the local banks the large sum of \$9000. Our astonishment and gratification would probably be shared by nine out of every ten sportsmen in the colony. Leaving the several questions discussed at the meeting to be dealt with by "An Old Sportsman," we would now merely suggest to the Stewards of the Race Fund that the publication in the press of this colony of the statement of accounts passed last Thursday would afford interesting information and give great satisfaction to numerous subscribers whose only desire is to further the true interests of racing.

TELEGRAMS.

LONDON, October 15th.
SPAIN.

A new Ministry has been formed by M. Herrera and the dispute with France has been dropped.

MARQUIS TSUNG ON THE FRANCO-CHINESE DISPUTE.

The Marquis Tsung replying to an address at Folkestone said that he still hoped that mutual concessions would lead to a peaceful settlement of present difficulties.

LOCAL AND GENERAL.

THE British steamer *Nelson* goes round to Aberdeen Dock this afternoon. The Dutch steamer *Camorta* will leave the Cosmopolitan Dock tomorrow and the *Peking* will take her place.

A MATCH between teams selected from members of under and over three years residence in China respectively, will be commenced on the Cricket Ground on Friday at 2 p.m. and continued on Saturday at 11 a.m. Members willing to play are requested to sign the list either in the Club ante-room or at the Pavilion.

A MOST interesting match was commenced on the Cricket Ground last Thursday between teams representing "The Buffs" and H.M.S. *Cleopatra* respectively. "The Buffs" were first to the wickets and gave their opponents a rare afternoon's leather hunting, remaining in possession until close on gunfire, the innings closing for the large total of 344 runs. Drummer White headed the list with 139, Lieut. D'Aeth had 88, Private Lenahan 43, and Lieut. Jarrett 23. The match will be resumed on Thursday.

THE Hongkong Race Meeting of 1884 has definitely been fixed for Wednesday, Thursday and Friday, the 20th, 21st, and 22nd February. Gentlemen having suggestions to offer or presentations to make are invited to communicate with the C. C. on or before the 27th inst. The conditions for the Hongkong Derby have been advertised. They are identical with those of last season. Nominations close on December 19th and entries on January 19th, to the Clerk of the Course at the Hongkong Club.

A GROUP of gentlemen were discussing the prospects of the new Hongkong Steam Laundry Company yesterday morning, and commenting on a letter, dealing with the subject, published in our morning contemporary. After an interchange of opinions one of the disputants—a prime mover in the new project—significantly remarked:—"Never mind what the *Daily Press* says; the public have every confidence, knowing full well that there are no 'General Managers' this time. *O tempora! O mores!* Is this a libel, we wonder!"

AS will be seen from a notice in another column, Signor Crispini, the celebrated inventor of the xylophone, and late of Mapleson's Italian Opera Company, has arranged to give a grand vocal and instrumental concert in the St. Andrews Hall, City Hall, on Thursday evening, commencing at 9 o'clock. The admirably selected programme should commend itself alike to all musicians and all lovers of high class music. The vocal portion of the entertainment will be supplied by a local amateur, a *debutant*, of whom report speaks highly. We trust that Signor Crispini will be gratified by a large attendance. Of one thing we are certain, and that is, that this concert will be one of the best musical entertainments ever given in Hongkong.

THE *Neue Militairische Blätter*, in its last number, approves the new French manual of firing. "The visible difference which distinguishes the new from the old manual," remarks this organ, "is the adherence to the separation marked out between the theoretical and practical limitations, the confusion of which has been avoided. We cannot ignore the advancement realised by the new regulation. General Billot has thus rendered a great service to the French army." The German organ goes on to examine the proposition favoured by some military organs of creating choice marksmen. "We quite admit," it remarks, "that there are circumstances in which firing of picked marksmen at a distance may have its advantages; but what head of a company will give up his best marksmen to form a company of picked sharpshooters? We prefer a general instruction equal for all in the highest degree possible. In a case where firing at a distance is necessary, there is always time to form sections of good marksmen. Finally, concludes the German review, "the progress made by the French, these last few years in firing tuition is considerable. The new regulation denotes a new step in advance, and without doubt, in a future war we should find before us marksmen much better drilled than those of 1870."

THE *Detroit Free Press* tells of a Tennessee man who has brought 8000 woodcuts, most of them engraved with an axe, and is going West to start a funny weekly. He expects to secure 80,000 circulation in a year, as the West is just aching for pictures.

A PARLIAMENTARY pamphlet has been published giving the results of the census of 1881 in the Isle of Man and the Channel Islands. It appears that in the Isle of Man the population had increased from 54,043 in 1871 to 54,089 in 1881. In Jersey it had decreased from 56,627 to 54,445, and in Guernsey and adjacent islands it had increased from 33,969 to 35,257.

THE Whitehall Review is authority for the statement that Captain Webb never enjoyed robust health after his feats in the Westminster Aquarium. He contracted an affection of the lungs, which made it impossible for him to look forward to a long life; and he therefore preferred to die a heroic death while still in possession of much of his power.

"SHOW me an actor and I'll show you a low-lived, godless whelp," said a member of the Salvation Army, preaching in the Grecian Theatre, London. A pugilistic actor strode forward and announced himself, as he struck a boxing attitude. "Exactly so," said the revivalist; "I'll be as good as my word. Here is the actor shown to me. I am the low-lived and godless whelp—that is, in the sight of heaven."

SAYS *Peck's Sun*:—There is a good deal of talk in the streets and among citizens because a comely English woman is the wife of a Chinaman, and lives with him and helps him to do the washing. There is nothing about the affair to create talk. If she had married a lazy white man, who would get drunk on the money she earned, and beat her, instead of helping her to earn the money, there would not be much talk about it. Give the woman a chance. A Chinaman is not pretty, but he works like a steam engine, and does not whip his wife.

By the recent census, it appears that the total population of Egypt is 6,798,200, very equally divided as far as sex, the men numbering 3,393,928 and the women 3,394,332. The population of the most important towns is thus given:—Cairo, 368,108; Alexandria and suburbs, 280,775; Port Said, 165,650; Suez, 109,131; Tanta, 137,725; Damietta, 34,046; Rosetta, 16,671; Mansourah, 26,784; Zagazig, 19,046. Although strict accuracy is not guaranteed by the authorities, it is believed that this census is a nearer approach to correctness than has previously ever been the case.

ACCORDING to their religious creeds, the earth's population of 1,443,000,000 is thus classified by the German statisticians: 212,000,000 Catholics, 124,000,000 Protestants, 84,000,000 Mohammedans, 163,000,000 Brahmins, 423,000,000 Buddhists, and 230,000,000 Pagans. The number of Christians aggregate, therefore, 420,000,000; the worshippers of one God are less than one-half of the inhabitants of the earth, and 828,000,000 are given to idolatry. The foregoing statistics reveal the extraordinary fact that the Catholic religion has only 4,000,000 worshippers more than the other Christian confessions.

NOTWITHSTANDING the cramped condition of French finance, the Commission on the Budget has recommended that all the annual subsidies granted to the Paris theatres shall be continued. One member proposed to reduce the Theatre Francaise from \$68,000 per annum to \$60,000, giving for his reason that the theatre is managed with a keen eye to receipts, and has been extremely prosperous. This proposal, however, was negatived, on the ground that it would be an evil principle to make the subsidies dependent upon the gains of the management. Other theatres subsidized are the Odeon, the Grand Opera, and the Opera Comique.

THE Highland settlers of the Clutha district, New Zealand, resolved, recently, to start a Gaelic society. A meeting accordingly took place, when resolutions to that effect were passed and officers elected. Among other appointments made was that of a bard. The choice of those present fell on an individual who was then absent. When next meeting took place the bard showed up, and was informed of the honour conferred on him. On asking for information as to his duties, he was told that he would be expected to compose original poetry in the Gaelic language and recite his compositions to the society. Thereupon the bard got up and said in the language of his forefathers:—"Gentlemen, I am greatly obliged to you for the high honour you have this day conferred on me. As it happens, however, I am no poet—I do not know the difference between verse and prose, and I cannot compose verses for the society. But if it's all the same to you, there is one thing I can do for this association. As you are aware, I am occasionally employed as a grave-digger, and hitherto I believe I have given every satisfaction in that capacity. Now, although I cannot compose poetry for this society, I am willing to bury you all for nothing!"

MR. Justice Chitty (says an English paper) has decided that a wife who has quarrelled with her husband has a legal right to turn him out of doors, if the house in which they live happens to belong to her. In this respect a wife has the advantage of the husband, for no man has a right to turn his wife out of doors simply on account of a quarrel. In the case before Mr. Justice Chitty proceedings are pending in the Divorce Court, so that it is probable that temporary judicial separation effected by the decision only anticipates a permanent separation by Sir James Hannen. The order made by Mr. Justice Chitty hardly amounts to a judicial separation, because, although the husband may be turned out of the wife's house he may compel her to come and live in his own. Such a right is not of much value, but it exists; and in the case in question, should the proceedings in the Divorce Court break down, it would be quite open to the husband to bring suit for the restitution of conjugal rights.

"A CHINAMAN'S" letter and "Old Sportsman's" racing gossip will appear in our next issue.

WE are informed by the Agent of the Westinghouse Maritimes that the Company's steamer *Pelha*, with the next outward French mail, left Saigon this morning, at 2 o'clock, for this port.

THE French cruiser *Hamelin* arrived here last night from Halong Bay to coal and take in a stock of provisions for the Tonquin squadron. She will, we understand, leave again for the south on Thursday.

MR. G. W. Aston, Her Majesty's Consul at Kobe, has left that port in H.M.S. *Sapphire* to join Sir Harry Parkes at Chefoo, for the purpose of assisting His Excellency in negotiating a new treaty with Korea.

THE German corvette *Leipzig* and the U.S.S. *Essex* were at Nagasaki on the 10th inst. The *Leipzig* was under orders to leave for Chefoo on the 13th, and the *Essex*, owing to having sustained some damage to her machinery, was a probable candidate for the dry dock.

It is proposed to expend, under the direction of the Government, \$5,000,000 to open up the western districts of Ireland by means of light steam tramways. As these will be Government roads, the fares and freight rates will be very light on them. These roads can be built almost as cheaply as the carriage highways in England. They will afford work for the people and do a world of good.

WE take the following from the *Nagasaki Rising Sun* of the 6th inst.—H.M.'s gunboat *Linnet* arrived from Vladivostok on Saturday evening last, and was followed by the gunboat *Zephyr* from Vladivostok on Tuesday night. After coaling and provisioning, the *Linnet* proceeded to Hongkong on Sunday morning, and the *Zephyr* to Fochow on Thursday morning.

A charge in these terms of transfer, which strikes us as preposterous, is that of £15,000 for delivering in China nine steamships, which were supposed to be actually on the spot, in active work, at the time of the purchase of the business. Any expense of the kind should certainly have been borne by the vendors.

There is another item also of the comfortable amount of £15,000, which is that charged for the actual cost of the hulks, &c. What condition these hulks, &c. were in, and the age thereof, are matters left to conjecture. We fancy, however, that if a private individual, and not a public company, had purchased these hulks, they would have been capable of much reduction.

The £50,000 cash which the company paid for the goodwill of the business we shall make further reference to by-and-by.

In recommending this concern to the public, the Directors stated as their belief, that the consolidation of the three undertakings would render the business of the Company a remunerative investment. An opinion of this kind, when advanced by gentlemen of such high standing in the mercantile world as these Directors hold, was certainly calculated to carry weight. In those days of ignorance, however, much of the business prior to take on another's hand rather than their own, and evince a pagan disbelief in agreements which are merely verbal and bear not upon them the Government stamp. Such being the case, it would have been more in accordance with those broad commercial doctrines of which Mr. Keewick and his colleagues should be exponents, that a few details and figures should have been furnished relating to the profits made in past years by each and every one of the businesses which they recommended the public to purchase. But, as a matter of fact, all information on these points was withheld, in general terms, and was meagre in the extreme.

Had Messrs. Jardine and Co. been transferring the opium traffic, out of which they accumulated a huge fortune in bygone days, we should have understood the necessity for some reticence. But their shipping business is another affair, and whether they made a profit or loss out of it is guess-work. Anyhow on this essential point the prospectus was dumb.

With regard to the earnings of the China Coast Steam Navigation Company and of the Yangtze River Service, the Directors vouchsafed the information that these businesses showed good, realized profits. The Board also anticipated that the Company would find ample scope for profitable enterprise, and that the business of the Company was still capable of great development, and of bringing in a revenue out of which the Directors "reasonably expected profits to pay dividends, besides forming a reserve fund for the depreciation in the value of steamers."

So much for anticipations. We now come to the question which is of most interest to the shareholders and the public—actual realisations, which we will consider next week.—*Vanity Fair*.

OTHER PEOPLE'S MONEY.

THE INDO-CHINESE STEAM NAVIGATION COMPANY, LIMITED.—PART I.

THE year of grace A.D. 1881 was remarkable in one respect, that an epidemic of philanthropy appeared to have seriously infected various great private firms engaged in shipping business. Certain shipowners who for years and years were reported to have been accumulating large fortunes in shipping, suddenly became alive to the fact that it was not in accord with the fitness of things that they should enjoy these special advantages alone. The public was therefore invited to co-operate and to share with the founders of these great businesses the benefits and profits arising therefrom.

Conspicuous amongst the firms who exhibited this praiseworthy abnegation were those bearing the then-honoured names of Shaw, Savill & Co., Money, Wigram & Sons, F. Green & Co., The Albion Shipping Company of Glasgow, and several Liverpool houses. We have on more than one occasion made reference in these columns to the result of the transformation of these concerns from private enterprises into limited liability companies. That these results have not been so generally satisfactory as the promoters led the people to expect is by no means an uncommon occurrence in joint-stock history. This last fact is clearly proved by a review of the operations during the first years of the existence of shipping companies also formed to purchase and to work what has unfortunately proved to be only the remnants of a private undertaking.

The Indo-Chinese Steam Navigation Company, Limited, is the undertaking in question. It was incorporated in November, 1881, but the prospectus was not presented to an indiscriminating public until early in January, 1882. The capital was fixed at £1,200,000, in £10 shares, but only half of this sum was offered for subscription, and a moiety of this half was taken by the vendors. Up to the 13th July last we find that 49,189 shares have been subscribed, and on which the full £10 have been paid.

The Directors of the Company were, and we believe are still: William Keewick, Esq., 3 Lombard Street, London, of Messrs. Jardine, Matheson & Co., China and Japan; James McGregor, Esq., 1 East India Avenue, London, of Messrs. McGregor, Gow & Co.; Thomas Reid, Esq., of Messrs. Alexander Reid & Sons, Glasgow; James Macandrew, Esq., 3 Lombard Street, London, of Messrs. Matheson & Co.; William Strange Steel, Esq., 6 East India Avenue, London, of Messrs. Steel Bros. & Co. These of our readers who have any knowledge of commercial life will agree with us that the board was in every way constituted to command the confidence of the public, and to warrant the belief that a business which they took any part in administering, would be energetically and successfully conducted. The shareholders are numerous and wealthy. A large number of shares, however, are held by various firms with whom Messrs. Matheson, one of the vendors, have intimate business relations. The heathen China is also largely interested.

The Articles of Association are fairly drawn up, with the exception of the clause relating to the management, the remuneration for which is entirely concealed.

So far the Company seems to have proceeded under unusually favorable auspices.

We will now proceed to ascertain how far the anticipations held out by the directors have been borne out by actual results. To arrive at this some brief reference to the prospectus will be necessary.

From that document we learn that the Company was formed to acquire from the China Coast Steam Navigation Company of Shanghai, the Yangtze Company of Shanghai, and Messrs. Jardine, Matheson, & Co. of London and China, certain steamers, together with the business of running steamers along the coast and up the rivers of China, and between China and the Straits Settlements and Calcutta.

No information was given either as to the age of these vessels, or their state of repairs, or of their fitness for the trade. The China Coast Steam Navigation Company was, however, we are informed, established in 1872, to unite shipping interests. This Company sold to the Indo-China Steam Navigation Company six out of the twelve vessels forming their fleet. The chances are, therefore, that these six are the same as those transferred to the China Coast Company in 1872. If this assumption be correct, at least half the fleet have long since passed their salad days.

We next come to the important point the price which the Company paid the three transferees for the privilege of possessing their old steamers and taking over the business.

The price was £140,000 for nine steamers belonging to the China Coast Steam Navigation Company and the Yangtze Steam Company; £15,000 for delivering these steamers in China; £15,000 for actual cost of hulks, ferry boats, &c., and £50,000 or a premium of 20, 40 per cent, for the goodwill of the business; making a gross total of £220,000, of which the vendors took £180,000 in fully-paid shares of the new Company, and the balance in cash. This, we conceive, was a very good arrangement for the sellers.

Three boats scheduled as belonging to Messrs. Jardine, Matheson & Co., were also taken over at a total valuation of £95,000, and as these vessels were stated to be new, no doubt the original contracts for their building were handed to the Company by that firm.

A charge in these terms of transfer, which strikes us as preposterous, is that of £15,000 for delivering in China nine steamships, which were supposed to be actually on the spot, in active work, at the time of the purchase of the business. Any expense of the kind should certainly have been borne by the vendors.

There is another item also of the comfortable amount of £15,000, which is that charged for the actual cost of the hulks, &c. What condition these hulks, &c. were in, and the age thereof, are matters left to conjecture. We fancy, however, that if a private individual, and not a public company, had purchased these hulks, they would have been capable of much reduction.

The £50,000 cash which the company paid for the goodwill of the business we shall make further reference to by-and-by.

In recommending this concern to the public, the Directors stated as their belief, that the consolidation of the three undertakings would render the business of the Company a remunerative investment. An opinion of this kind, when advanced by gentlemen of such high standing in the mercantile world as these Directors hold, was certainly calculated to carry weight. In those days of ignorance, however, much of the business prior to take on another's hand rather than their own, and evince a pagan disbelief in agreements which are merely verbal and bear not upon them the Government stamp. Such being the case, it would have been more in accordance with those broad commercial doctrines of which Mr. Keewick and his colleagues should be exponents, that a few details and figures should have been furnished relating to the profits made in past years by each and every one of the businesses which they recommended the public to purchase. But, as a matter of fact, all information on these points was withheld, in general terms, and was meagre in the extreme.

Had Messrs. Jardine and Co. been transferring the opium traffic, out of which they accumulated a huge fortune in bygone days, we should have understood the necessity for some reticence. But their shipping business is another affair, and whether they made a profit or loss out of it is guess-work. Anyhow on this essential point the prospectus was dumb.

With regard to the earnings of the China Coast Steam Navigation Company and of the Yangtze River Service, the Directors vouchsafed the information that these businesses showed good, realized profits. The Board also anticipated that the Company would find ample scope for profitable enterprise, and that the business of the Company was still capable of great development, and of bringing in a revenue out of which the Directors "reasonably expected profits to pay dividends, besides forming a reserve fund for the depreciation in the value of steamers."

So much for anticipations. We now come to the question which is of most interest to the shareholders and the public—actual realisations, which we will consider next week.—*Vanity Fair*.

CHINESE VIEWS OF CURRENT EVENTS.

WE continue our reporter's interview with certain influential and well-informed Mandarins, who have lately been on a visit to His Excellency the Viceroy of Canton, giving Chinese views on current events of general significance and importance.

Reporter:—"You have said, Mr. —, that 'China was, or rather is rich and has plenty of money.' How do you couple that fact with the current belief that China's finances are hampered by Imperial expenditure, and that the revenue of the foreign Customs is hypothecated to English bankers?"

Mr. —:—"I know that I have said that 'China is rich and has plenty of money,' and I still say so. I shall explain to you a few facts in connection with China's sources of revenue which you foreigners know very little about, and you will be better able to judge for yourselves whether I am right or not in saying that 'China has plenty of money.' In the first place I must tell you that the duties collected by the foreign Customs Houses at the various ports, ports of call, &c., are not a small item of revenue. The actual revenue of the country, in fact, I might safely say that they do not contribute at all. You need not look astonished, what I tell you is a fact. The Chinese are an old race of people who have the same routine of conducting their affairs now as regards the internal welfare of their country as they had centuries ago. I am not now referring to the treaty ports; I shall come to them by-and-by. The Government of China has never been from time immemorial in debt. The internal revenue of the country has always more than sufficed for the expenditure. For instance, through the fact of the

revenue for one year has "fallen short," a system of retrenchment is adopted in the various parts of the Empire, and the deficit of one year would have to be made up the next. The revenue—should rather say the

income—derived by the government from salt alone is more than sufficient to pay the expenses of the Imperial household, and leaves a good surplus. You cannot judge for a moment of the value of the entire salt revenue of China. There is no necessity to look at the treaty ports for a criterion of proportionate revenue. I think it will suffice to show you as an example that here in Hongkong salt is sold at 4 cash, for ordinary quality to 7 or 8 cash per catty for the best qualities of commercial salt, while in Canton the prices range from 24 to 45 cash per catty for the same article; which can be purchased at the above low rates in Hongkong. It is just the same in all the rest of the ports, and rates inland increase rapidly as the far interior towns are reached. For example—I was in Hui-chow-feng, a prefectural city in the southern extremity of the province of Anhui, last year, and salt was valued there at 80 to 85 cash per catty for the best, which could be got in Hongkong for 8 cash. This heavy increase in price is entirely due to *lekin tax*—say, for instance that 200 per cent is added for cost of transportation, there will be left 800 per cent of its value to be added to the Imperial revenue—and you must recollect that it is not alone from Hongkong that we get our salt. It is not alone salt which is served in this way—only salt is a government monopoly—but everything else of any description is taxed in a like manner."

Reporter:—"How is it you do not take the revenues of the foreign customs into consideration?"

Mr. —:—"For the reason that they—the revenues—are not looked upon as being part and parcel of the actual revenue of China."

Reporter:—"How do you make that out?"

Mr. —:—"Why, you see, China only looks upon the revenue derived through the medium of the foreign Customs, as merely an auxiliary revenue, and looking upon the innovations introduced by foreigners during the past 20 or 30 years into the country—say, for instance, her steam men-of-war, her arsenals, her telegraph and other like innovations which properly have emanated from foreigners—more as auxiliaries to the well-being of the Empire, in a like manner, she deems it her policy to only devote the auxiliary revenues to the maintenance of these various innovations, which we Chinese term auxiliaries—not spending a single cash out of the actual Chinese revenues of the country for that purpose. Again you must remember that the only item of expenditure which really draws to any amount upon the revenues of China is the maintenance of the officials and their establishments."

Reporter:—"How do you make out that this maintenance of officials and their establishments is the only important expenditure of China's revenue?"

Mr. —:—"Well, we have the Imperial household to which all the revenue of the Empire is sent. There is an allowance made out of the various provincial revenues to pay the officials, their retinues and the cost of their residences."

Reporter:—"What about the Chinese Army? Is not that an item of public expenditure?"

Mr. —:—"No; that comes under the heading of the Imperial Household expenditure. The Emperor is regarded as the father of the soldiers, and it is his duty to provide for them. It may be a curious way of looking at it, but such is nevertheless a fact. I shall show you a plan, by and by, from which you can see the Chinese mode of maintaining her army."

(To be continued.)

DEFENCE NOT DEFIANCE.

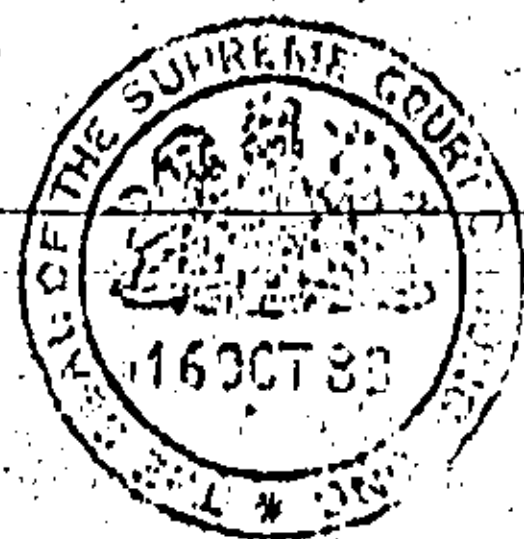
THE present unsettled state of affairs in China and apparent indisposition of the Admiral commanding Her Majesty's Squadron, to afford due protection to the foreign communities of the various Outposts, calls for the effort of foreign residents to devise, at all events, some temporary means, for securing their own safety, until the Home Government sees fit to extend its surveillance. However much inclined the officials of the Chinese Government may be to afford protection to foreigners, still we have recently learnt the useful lesson of their utter inefficiency of control over their own subjects; and depend on it, should a mere passing breeze blow up to quell disturbances, what is to be deplored that China should be dissolving into such a state of anarchy, the greater however, is the necessity for the adoption of some feasible method of self-protection. As the Chinese admit in their own journals, that in the event of a rupture between any foreign Power and China, no distinction would be made between nationals (who would be classed, without discrimination, as general offenders) it becomes requisite that there should be such unity amongst foreigners, regardless of nationalities—as to prevent any serious consequences arising from such a state of anarchy, the greater however, is the necessity for the adoption of some feasible method of self-protection. 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The Hongkong Telegraph.

No. 536.

TUESDAY, OCTOBER 16, 1883.

SIX DOLLARS
PER QUARTER.



For Sale.

SHOOTING SEASON

LANE, CRAWFORD & Co.
HAVE RECEIVED THEIR ASSORTMENT
of
SPORTSMEN'S AMMUNITION AND
SUNDRIES,
comprising:-

SPORTING GUNS, in newest styles, in Cases
Fitted.
ELEV'S NEW METAL LINED and other
CARTRIDGE CASES.
WHITE, GREY, and GREASE PROOF
WADS.
CYLINDRICAL WIRE CARTRIDGE
CASES.
CHILLED and ORDINARY SHOT.
PIGOU and WILKS' "ALLIANCE" GUN-
POWER.
Re-capping, Loading, Ramming and Turnover
MACHINES.
CARTRIDGE BAGS and BELTS.
GAME BAGS.
SHOOTING BOOTS.
POWDER and SHOT MEASURES and
FLASKS.
DOG WHISTLES and WHIPS.
REVOLVERS, by best English and American
Makers.
TINNED PROVISIONS for SHOOTING
TRIPS.

LANE, CRAWFORD & Co.
Hongkong, 17th September, 1883. [340]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL TAELS 600,000, EQUAL \$83,333.33.
RESERVE FUND.....\$70,833.27.

BOARD OF DIRECTORS.
LEE SING, Esq.,.....LEE YAT LAU, Esq.,
LO YZOK MOON, Esq., CHU CHIK NUNG, Esq.,
MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [670]

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1883.

RECORD OF AMERICAN and FOREIGN
SHIPPING.
Agents,
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1883. [470]

NOTICE.

THE MAN ON INSURANCE COMPANY,
(LIMITED).

(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 318,333.36
TOTAL CAPITAL and
Accumulations, 31st
March, 1883.....Tls. 968,333.36

DIRECTORS.
F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq.,.....WM. MEYERINE, Esq.,
A. J. M. INVERARY, Esq., G. H. WICKER, Esq.,

HEAD OFFICE.—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on: MARINE RISKS to all
parts of the world.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premiums paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 25th May, 1883. [83]

Notices of Firms.

NOTICE.

MR. RUTONJEE DADABHOY TATA
is authorised to sign OUR FIRM from
this date.
TATA & Co.
Hongkong, 1st October, 1883. [746]

NOTICE.

THE INTEREST and RESPONSIBILITY of
Mr. G. A. GROSSMANN in Our Firm
CEASED on the 31st August, 1883.

GROSSMANN & Co.
Hongkong, 1st September, 1883. [750]

NOTICE.

FROM this date Messrs. RUSSELL & Co.
will conduct our Business at this Port, and
all Communications should be addressed to them.
Messrs. RUSSELL & Co. will also act as Agents
at this Port for our line of Steamers.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [606]

To be Let.

TO LET.

THE Upper Portion of the Eastern Wing of
BAXTER HOUSE, containing 4 Large
Rooms, Bath-room, &c., Water laid on and every
convenience, Furnished or Unfurnished. Terms
Moderate.
For Particulars, apply to
D. B.,
Care of Hongkong Telegraph Office.
Hongkong, 12th October, 1883. [771]

TO LET.

"STOCKWELL COTTAGE" near to the
Kowloon Club, British Kowloon, con-
taining Four Rooms and Large Centre Room,
Servants' Rooms and Out-houses, Gardens and
Tennis Lawn, &c. Within Three Minutes Walk
of the Pier.
For Particulars, apply to
STEPHENS & HOLMES,
Solicitors.
Hongkong, 22nd September, 1883. [713]

TO LET.

THE PREMISES now occupied by us
No. 11, Queen's Road Central.
For further Particulars, apply to Messrs.
RUSSELL & Co.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [607]

TO LET.

N O. 6, QUEEN'S ROAD CENTRAL,
late occupied by PACIFIC MAIL STEAM-
SHIP COMPANY.
"BISNEE VILLA" Pokfulum, Furnished.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 31st August, 1883. [7]

Intimations.

SPECIAL NOTICE.

A CIRCULAR HAS BEEN ISSUED
FROM
8, BEACONSFIELD ARCADE
BY
MR. A. HAHN,
in which that person states he has decided
to form what he calls a
"CLUB FOR CAPTAINS,"

in order to supply a want, which, he says, exists
for such an institution, to provide Captains
of vessels visiting this harbour with
accommodation for obtaining
MEALS AND OTHER REFRESHMENTS
AT ALL HOURS.

This circular states that the Captains of
vessels coming to Hongkong are badly catered
for by the few so-called Hotels, and in so doing
grossly libel the Hotel and Innkeepers of the
Colony.
Mr. HAHN intends to provide a place where
Meals can be had at all hours, and where
Captains can meet and discuss any matters of
importance in connection with seafaring interests.
Each Room will be elegantly and comfortably
furnished, and a BILLIARD TABLE and
a PIANO will be provided in each room. There
will also be MUSICAL EVENINGS and
DANCING during the winter.

On behalf of the HOTEL and INNKEEPERS
of Hongkong I protest against Mr. HAHN, who
carries on Business as a Piano tuner and repairs,
or any other person, being permitted to interfere
on our rights by establishing what is simply
AN UNLICENSED PUBLIC HOUSE. We
pay the Government a sum of \$300 per annum
for a spirit license, and \$50 per annum for each
billiard table and have, besides, to close our
places at certain hours. Mr. HAHN proposes to
SELL SPIRITS and other LIQUORS, to
run THREE BILLIARD TABLES and to
KEEP OPEN AT ALL HOURS without
paying any license whatever.

How can such a Club as this be legally
established for persons who are non-resident in
the Colony? Mr. HAHN refers to the Engineers
Institute, but that association, which is con-
ducted by resident Engineers, does not Sell
Spirits, does not run Billiard Tables, nor does it
Keep Open House for the supply of Refresh-
ments at all hours, or give Musical and Dancing
evenings.
It is the duty of the authorities to protect the
interests of the Hotel and Innkeepers, and to
see that the laws are not violated by the
establishment of UNLICENSED PUBLIC
HOUSES of the class of this proposed "Cap-
tain's Club." We do not object to legitimate
Clubs, but Mr. HAHN's proposed enterprise is not
a Club in any sense of the term.
This is not the first attempt that this person
has made to run a business of this kind without
paying a license. Not so long ago he gave
Italian Night Entertainments at Kowloon which
became a regular haunt of the gay women of
the Colony, but as a license to sell drink was
refused, both the Italian Entertainments and
Mr. HAHN soon came to grief. He afterwards
had a so-called Club where Masquerade dances
were a special attraction, but this also fell
through, and now comes this "Captain's Club"
for non-residents.

It is for the authorities to investigate this
matter and to put a stop to any attempt to
evade the law.

A HONGKONG INNKEEPER.
Hongkong, 29th September, 1883. [739]

MR. MOORE begs to recommend his
GOGO SHAMPOO-WASH
to the public as unrivalled by any prepara-
tion ever produced for promoting the growth
to the hair. The basis of this compound is
made of soap, root, the natives of the Philip-
pine Islands never use anything else for
washing their hair; they are never found bald,
and it is quite common to see the females with
hair from 5 to 6 feet long. By constantly using
this Shampoo-Wash as directed, you will
NEVER BE BALD.

The proprietor offers the Wash to the public
entirely confident that by its restorative
properties it will without fail arrest, decay, and
fall. It completely eradicates scurf, dandruff,
and cures all diseases of the scalp. It does not
contain any poisonous drugs. By its cooling
properties it allays the itching and fever of the
scalp, which is the great cause of people losing
their hair.

Mr. MOORE has succeeded in being able to
put this wash up in bottles without allowing it to
sement, and he will guarantee it to keep any
length of time in any climate.
FOR SALE ONLY BY MOORE & Co.,
VARIETY STORE,
Queen's Road Central.
Hongkong, 25th January, 1883. [589]

Intimations.

KELLY & WALSH HAVE JUST RECEIVED THE FOLLOWING NEW AND POPULAR MUSIC.

DANCE MUSIC.

FEDORA Dawn Two new Waltzes by
J. P. Clarke.
In the Twilight Valse.....J. P. Clarke.
Récits D'Amour Valse.....Waldteufel.
Rhine Maiden Waltzes.....Gautier.
Encore une fois Valse.....Lowthian.
My little Sweetheart Waltz.....Meissler.
Psyche Waltzes.....W. H. Evans.
Myosotis Waltz.....Lowthian.
Old Love and New Love Valse.....J. P. Clarke.
Alice Valse.....Meissler.
Thine Alone Waltz.....Waldteufel.

SONGS.

Once, only Once.....Cotsford Dick.
For you, for me.....Fr. Clay.
But one Golden hour.....J. De Siva.
We wandered once.....M. Watson.
Sisters—Yet Strangers.....Rockel.
The Devoted Apple.....Rockel.
The Mower and the Lass.....Wellings.
Loved once, Loved ever.....Rockel.
This is my Dream.....Cotsford Dick.
Not so.....Rockel.
Brave and Fair.....Carter.
I cannot tell you why.....Wellings.
Be always mine.....Rockel.
Faithful.....Rockel.
Sour Grapes.....Poutet.

VOCAL DUETS.

Sweet Bird of Eve.....Dorn.
Shepherdesses.....Dorn.
Stars of the Summer Night.....Wellings.

THE NEW CHRISTMAS NUMBER OF COOTE'S BALL ROOM ALBUM.
Contents—Solitude Valse (Waldteufel) Vanity Fair Quadrilles (Coote).
Minnit Polka (Waldteufel) True Love Valse (Coote).
Elsie Schottische (Smith) Aladdin Lancers (Lutz) Blue Beard Polka (Lutz).
Désirée Polka Mazurka (Waldteufel). PRICE 40 CENTS.

KELLY & WALSH.
Hongkong, 15th September, 1883. [560]

W. BREWER.

HAS JUST RECEIVED.

SWEET CAPORAL CIGARETTES.
HALF CAPORAL CIGARETTES.
FULL CAPORAL CIGARETTES.
SULTANA CAPORAL CIGARETTES.
GOLDEN CLOUD TOBACCO.

ACCOUNT BOOKS IN GREAT VARIETY.

GEMS OF DANCE.
WALDTEUFEL ALBUM.
MUSICAL FAVORITE.
SUNSHINE OF SONG.
SILVER WREATH.
LA CREME DE LA CREME.
ROBERT FRAUN'S ALBUM.

SCOTTISH SONGS.
MOORE'S IRISH MELODIES.
GERMAN SONGS.
SILVER CHORD.
MUSICAL TREASURE.
SHOWER OF PEARLS.

NEW FANCY STATIONERY IN GREAT VARIETY.

THE POLYOPTICON.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 6th October, 1883. [703]

SAYLE & CO'S

SHOW-ROOMS.

JUST RECEIVED EX "GLENELG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY IN LATEST STYLES.

SPECIALITIES IN BEAVER, FELT AND STRAW HATS AND

BONNETS IN NEWEST SHAPES.

FEATHERS, FLOWERS, MILLINERY, SILKS,

VELVETS, SATINS,

&c., &c., &c.

SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, 8th October, 1883. [730]

NEW GOODS.

FOR THE AUTUMN SEASON.

ROSE & CO.

HAVE JUST RECEIVED A LARGE AND CHOICE VARIETY
OF
LADIES' AND CHILDREN'S
FELT AND BEAVER
HATS
IN
THE LATEST STYLES AND NEWEST COLORS.
Also
FLOWERS, FEATHERS, KID GLOVES,
AND
LADIES' AND CHILDREN'S
BOOTS AND SHOES.
CHILDRENS' SHOES.....FROM \$0.95 PER PAIR.

LADIES'.....1.00.....
ROSE & CO.,
31 AND 33, QUEEN'S ROAD,
Hongkong, 25th September, 1883. [716]

Mails.

OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"OCEANIC,"
will be despatched for San Francisco, via Yokohama,
with the option of calling at Honolulu, on
WEDNESDAY, the 7th November, at THREE
P.M.
Connection being made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

RETURN PASSAGES.—Passengers, who
have paid full fare, re-embarking at San Fran-
cisco for China or Japan (for *vice versa*) within
six months, will be allowed a discount of 20 per
cent. from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be
made from Return Fare. Pre-Paid Return
Passage Orders, available for one year, will be
issued at a Discount of 25 per cent. from Return
Fare. These allowances do not apply to through
fares from China and Japan to Europe.
Consular Invoices to accompany Overland,
Mexican, Central, and South American Cargo,
should be sent to the Company's Offices, ad-
dressed to the Collector of Customs, San Fran-
cisco.

For further information as to Freight or
Passage, apply to the Agency of the Company
No. 50A, Queen's Road Central.
F. E. FOSTER,
Agent.

Hongkong, 15th October, 1883. [2]

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the ORDINARY
YEARLY MEETING of the SHARE-
HOLDERS of the SOCIETY will be held at its
Head Office, Hongkong, on SATURDAY,
the 20th instant, at 12 O'CLOCK NOON, for the
purpose of receiving the Report of the Directors
together with Statements of Accounts for the
year 1882 and for the half year ending 30th June,
1883.

The TRANSFER BOOKS of the Society will be
CLOSED from the 10th to the 20th instant,
both days inclusive.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, 11th October, 1883. [767]

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to
send in to this Office a List of their Con-
tributions of Premium for the year ended 31
December last, in order that the proportion
of Profit for that year to be paid as Bonus to
Contributors may be arranged. Returns not sent in
before the 30th November next, will be made up
by the Company, and no subsequent claims or
alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st September, 1883. [673]

LOST.

ON BOARD the River Steamer "POWAN,"
an IRON TRUNK containing BOOKS,
PAPERS, CLOTHING, &c.
The above has probably been taken away by
mistake by some Passenger, and the OWNER
will feel greatly obliged by its being RETURNED
on board the Steamer as early as possible.
Hongkong, 9th October, 1883. [759]

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the
CONSERVATOIRE DE BRAGAMO and late of
the ROYAL ITALIAN OPERA COMPANY, has
the honor to inform the community that he has
arranged to remain in Hongkong, and will give
lessons in Music, Singing and the Pianoforte.
CHARGES STRICTLY MODERATE.
Address—Messrs. KELLY & WALSH,
Queen's Road.
Hongkong, 1st March, 1883. [168]

ROYAL YORK HOTEL, OLD STYNN, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated,
with Suitable Rooms and ample accom-
modation for travellers, especially those coming
from Eastern Climates. FAMILIES and GENTLE-
MEN will find every comfort they can wish for at
the above establishment.
A. HOADLY,
Proprietor.

503]

"CLARIDGE'S HOTEL," BROOK STREET, LONDON, W.

THE above is a Commodious and Spitable
HOTEL for FAMILIES and GENTLEMEN
going home from the Far East. It is under the
direct able Management of Mr. and Mrs.
GEORGE PRAGNELL who spare no pains in
providing their visitors with every possible
comfort. [502]

CIGARS CIGARS CIGARS THE CITY OF MANILA CIGAR STORE.

FOR SALE.
CIGARS of all Brands and from every known
factory in Manila, are constantly being
received. Owing to the peculiarly advantageous
position of the Undersigned in regard to the
CIGAR trade with Manila, he now offers Cigars
of all brands, fully matured, and ready for
immediate smoking. Quality Guaranteed.
JOSE M. BASA,
No. 51, B, QUEEN'S ROAD, CENTRAL.
Hongkong, 10th October, 1883. [343]

Shipping.

STEAMERS.

GEO. R. STEVENS & Co.'S LINE.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND and
TASMANIAN PORTS, NEW
CALEDONIA and FIJI.)
THE Steamship

"NAPLES,"
Captain Thom, will be despatched as above,
on FRIDAY, the 19th instant, at NOON.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 16th October, 1883. [770]

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"GALLEY OF LORNE,"
Captain Pomroy, will be despatched for the
above Port, on FRIDAY, the 19th instant.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 11th October, 1883. [769]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to NEW
ZEALAND, NEW CALEDONIA,
TASMANIA and FIJI.)
THE Eastern and Australian Steamship
Company's Steamer

"CATTERTHUN,"
will be despatched as above on or about WED-
NESDAY, the 31st instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th October, 1883. [773]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship

"LIBAN,"
Condole Commander, will sail on or about
the 20th November, for MARSEILLES,
ADELAIDE, SINGAPORE, COLOMBO,
ADELAIDE, SUEZ, and will "leave" to call at
PENANG and TUPICORIN. In connection
with these Steamers the Company runs a Line
from MARSEILLES to HAVRE and LONDON,
leaving MARSEILLES after arrival of the
Steamer from CHINA.
The Company also runs Steamers regularly
from MARSEILLES to numerous Ports in the
MEDITERRANEAN and BLACK SEA, by
which through freight may be booked.
The Company has a Forwarding Agency at
Paris, 9, Rue de Rougemont, giving special
facilities to Shippers.
Each Steamer carries a Surgeon and
Stewardess.
The Line is noted for its Cuisine and Beer
and Table Wines are included in the Passage
Money.
RETURN TICKETS are now granted by
the Steamers of this line available for the
undiminished periods, to be reckoned from
the date of arrival at Marseilles of the Steamer
for which the Ticket is issued to the date of
re-embarkation there of the Holder of the
Ticket.
Special rates are arranged for families.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 8th October, 1883. [734]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. British Ship
"CHARLES BAL,"
Watson, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 3rd October, 1883. [744]

FOR NEW YORK.

THE 3/3 L. I. American Bark
"OBED BAXTER,"
Baxter, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 3rd October, 1883. [742]

FOR NEW YORK.

THE A. I. British Ship
"LOTHAIR,"
Boulton, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 3rd October, 1883. [743]

FOR NEW YORK.

THE 3/3 L. I. American Ship
"PAUL JONES,"
Gerrieh, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 30th August, 1883. [666]

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON
AERATED WATERS.
7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the
late Mr. E. CHASTLEY'S
SODA WATER FACTORY
is now prepared to execute the largest orders
for every description of Aerated Waters, with
promptness and despatch.

SUPERIOR QUALITY.
I S G U A R A N T E E D.
Consumers are invited to try those carefully
Manufactured
SPARKLING WATERS.
THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be ad-
dressed to The Factory,
7, BEACONSFIELD ARCADE,
Hongkong, 11th April, 1882. [679]